



# ROAD DEPARTMENT

## ROAD CAPITAL IMPROVEMENT PLAN FISCAL YEARS 2025 — 2029



MAY 10, 2024



ROAD  
DEPARTMENT

## ROAD CAPITAL IMPROVEMENT PLAN FISCAL YEARS 2025 - 2029

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## **EXECUTIVE SUMMARY**

This report summarizes the Deschutes County Road Department's five-year Road Capital Improvement Plan (CIP) for Fiscal Year (FY) 2025 through FY 2029. The Department has identified \$68,855,912 in total project expenditures for the five-year period. The projects outlined in the CIP include the following project types:

- Intersection improvements
- Roadway corridor improvements
- Major pavement preservation/rehabilitation
- Bridge replacement and rehabilitation
- Other efforts to modernize, maintain, and increase the safety of the County road system.

This report includes the summary, justification, scope of work, budget, anticipated schedule, and geographic location for each project identified in the FY 2025-2029 CIP.

## **INTRODUCTION**

Deschutes County Road Department is responsible for the operation, maintenance, and improvement of the Deschutes County road system, which is comprised of approximately 926 miles of roadways existing outside of the city limits of Bend, Redmond and Sisters.

Pursuant to the Deschutes County Transportation System Plan (TSP) and Federal Highway Administration (FHWA) standards, County roads are grouped under one of three main functional classifications:

### Arterial

- Links cities, larger towns, and other major traffic generators, providing interregional service.
- Spaced at distances so that all developed areas are within reasonable distance of an arterial highway.
- Provides service to corridors with trip length and travel density greater than that predominately served by rural collector or local systems.
- Secondary route for movement of goods and services.

### Collector

- Distributes trips from arterials to their final destination, and conversely, collects traffic from local streets and channels it onto arterials.
- Spaced at intervals to collect traffic from local roads and provide all developed areas a reasonable distance from a collector road.
- Provides service to the remaining smaller communities.
- Links locally important traffic generators with rural destinations.



Local

- Primarily provides access to adjacent land/properties.
- Accommodates travel over short distances as compared to arterials and collectors.
- Provides access to adjacent land and access to higher classified roads.
- Carries less than 1,500 vehicles per day.

Much of the County's arterial and collector road network was established prior to the 1940s, while much of the County's local road network was established through private development after the 1940s. With the population and tourism growth in Deschutes County in recent years, the need to improve mobility and safety on the County Road systems has become increasingly crucial.

This report has been developed to:

- Identify the Department's Capital Improvement Plan for Fiscal Years 2025 through 2029.
- Guide the annual development of the Department's Road CIP Fund budget.
- Identify funding sources and funding requirements for projects.
- Assist the Department Director and Department managers with the scheduling of staff and resources.



**ASSET INVENTORY**

The Department is responsible for managing of over \$550 million worth of County road infrastructure. The inventory of key assets within the County road system are summarized below in Figure 1.

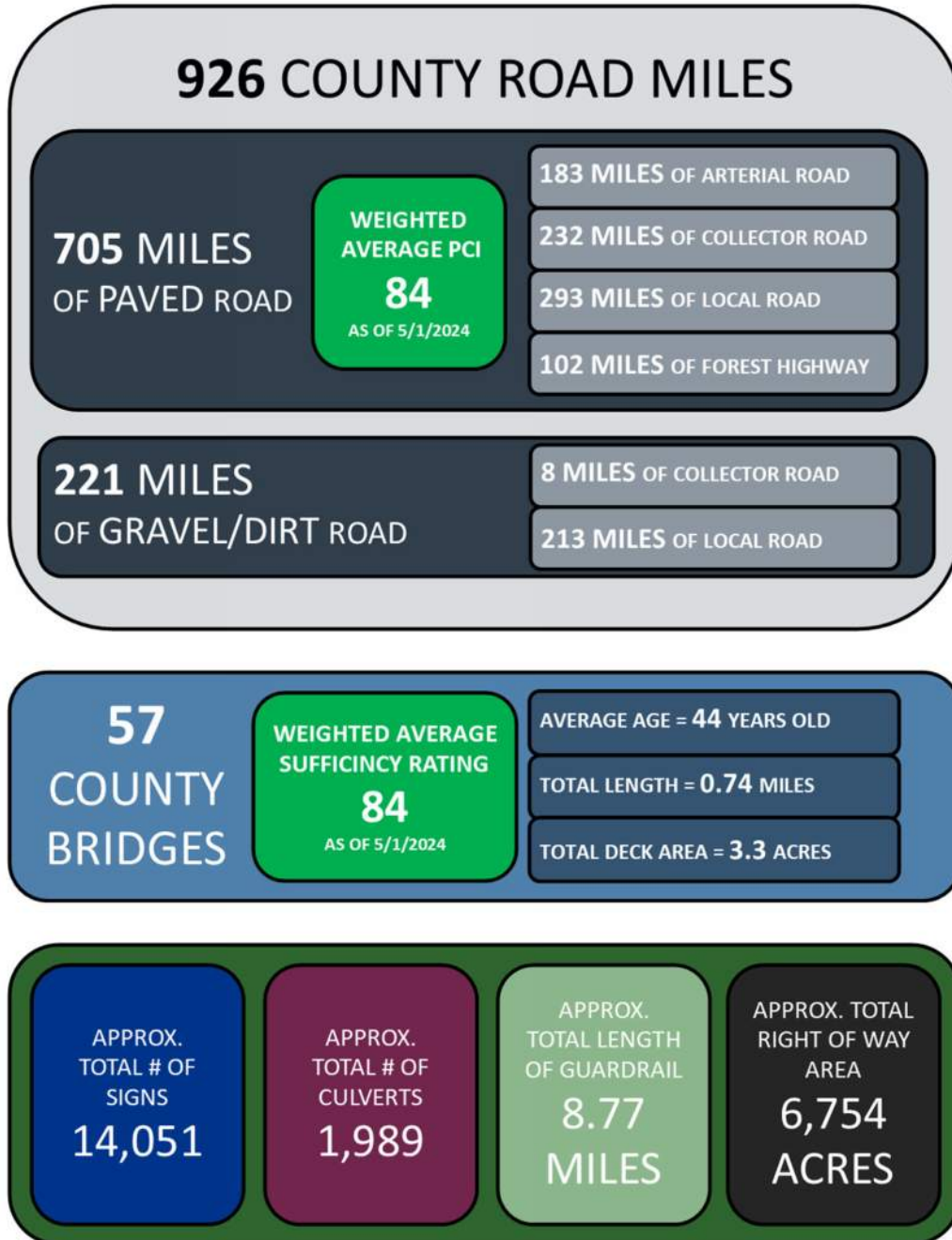


FIGURE 1 – DESCHUTES COUNTY ROAD SYSTEM AT A GLANCE



## **PROJECT SELECTION**

Projects included in the Department's Capital Improvement Plan are selected from the following primary sources:

### **Transportation System Plan**

The County's Transportation System Plan (TSP) was adopted as part of the County Comprehensive Plan in compliance with Statewide Planning Goal 12. The Transportation System Plan includes an inventory of the County's transportation infrastructure and identifies long-term goals and project needs determined through an extensive public input process. The TSP, which was recently updated, covers the 20-year period from 2020 to 2040. Projects identified in the TSP have been prioritized as High, Medium, and Low priority.

### **Asset Management Programs**

The Department implements various asset management programs to efficiently manage its roadway assets. These asset management programs generally include a database of all the County's road assets and their condition that is populated through routine inspections conducted by Department staff or contractors. Projects are identified within the Department's asset management programs based on asset conditions, then are prioritized based on safety concerns, lifecycle cost, functional classification, or other criteria.

Road asset management programs implemented by the Department include:

- *Pavement Management System* – The Department manages its pavement assets using the StreetSaver web-based software application. The system includes the routine inspection of sample units of every paved roadway section in the County road network. Inspection data is used to calculate a pavement condition index (PCI) for each unit, in turn calculating a weighted average PCI for each road section, each road, and the County road network as a whole.
- *Bridge Management System* – The Department manages its bridge assets using the PONTIS web-based application through ODOT. The system includes routine element inspections of all bridges. Inspection data, combined with load rating reports and other bridge data, is used to calculate a sufficiency rating for each bridge and provide maintenance and improvement recommendations.
- *General Asset Management* – All other road appurtenant assets, including signs, guardrails, culverts, storm sewers, cattle guards, illumination, traffic signals, roadside shoulders, and other features, are managed through PubWorks, an enterprise software that the Department operates for internal cost accounting and general asset management.

### **Special Studies and Planning Efforts**

The Department conducts special studies when needed to evaluate safety, operations, or other concerns for hotspot locations, corridors, or systemically. The need for these studies generally arises as a result of changes to traffic volumes or patterns in a particular area or implementation of new state or federal standards.

### **State and Federal Funding Programs**

The Department actively pursues funding through several state and federal programs. Recurring funding programs that are dedicated to particular project types include:



- *Surface Transportation Block Grant Program* (ODOT) – Annual local agency allocation of federal Surface Transportation Program that provides funding for any State Highway Fund-eligible projects or procurements.
- *Federal Lands Access Program* (FHWA) – Provides funding for projects on roads that provide access to federal land high use recreation sites or economic generators.
- *Local Bridge Program* (ODOT) – Provides funding for Oregon local agency bridge rehabilitation or replacement projects.
- *All Roads Transportation Safety Program* (ODOT) – Provides funding for hotspot and systemic safety improvements on Oregon public roads.
- *Safe Routes to Schools* (ODOT) – Provides funding for projects that enhance safe multimodal transportation to Oregon schools.
- *Safe Streets and Roads for All (SS4A)* (FHWA) – Provides discretionary funding for planning and demonstration projects that provide measureable safety benefit for underserved communities.

## **FUNDING**

Contracted public improvement and major maintenance projects are budgeted annually in the Road CIP Fund (Fund 465) budget. Road CIP Fund revenue comes from the following primary sources:

- Transfer from Road Fund – The Road Fund is the Department’s operating budget. The Department implements a “trickle-down” approach to budgeting for the Road Fund, whereby baseline operations and maintenance of the County road system are prioritized, and remaining revenues are transfer to the Road CIP fund. The primary source of the Road Department’s revenue is the allocation received from the State Highway Fund (SHF). The State Highway Fund is comprised of:
  - Fuel Tax (46%)
  - Motor-Carrier Fees (Freight), weight-mile tax (32%)
  - DMV Fees (license, registration, etc), (22%)

Approximately 30% of the annual State Highway Fund revenue is allotted to Oregon counties, with each county receiving an amount based on the number of registered vehicles in the county. In June of 2017, the Oregon Legislature passed a transportation funding package via HB 2017 which provided a 7-year phase-in of a 10-cent state fuel tax increase, in addition to other funding mechanisms. The additional funding delivered by this legislation has provided a substantial revenue infusion to the Road CIP Fund. Other Road Fund revenue sources include federal payments such as Payment In Lieu of Taxes (PILT), federal lands timber receipts, and the Secure Rural Schools Act payments.

- System Development Charges – Private development in unincorporated Deschutes County is charged a one-time assessment based on the number of P.M. peak-hour trips the development is anticipated to generate. These system development charges are used to fund projects identified in the TSP based on the methodology instituted with the County’s system development charge resolution (Resolution No. 2013-020).
- State/Federal Grants – Upon award of funding through state and federal programs described above.



Capital expenditures and revenues are evaluated each year to identify potential opportunities and constraints in the upcoming 5-year CIP. The annual fund projections for Fiscal Year 2025 through Fiscal Year 2029 are shown in Table 1, and summarized graphically in Figure 2.

**TABLE 1 – FY 2025-2029 COUNTY ROAD REVENUE AND EXPENDITURES PROJECTIONS**

	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>
<b><u>ROAD FUND (325) REVENUE</u></b>					
BEGIN FUND BALANCE	\$ 5,223,706	\$ 2,433,105	\$ 2,506,098	\$ 2,581,281	\$ 2,658,720
STATE HWY FUND	\$ 21,484,773	\$ 22,000,000	\$ 25,000,000	\$ 26,000,000	\$ 27,000,000
FOREST RECEIPTS	\$ 668,063	\$ 668,063	\$ 668,063	\$ 668,063	\$ 668,063
PILT	\$ 2,741,447	\$ 2,741,447	\$ 2,741,447	\$ 2,741,447	\$ 2,741,447
FEDERAL REIMBURSEMENTS	\$ 137,000	\$ -	\$ -	\$ -	\$ -
PARTNER AGENCY REVENUE (1% INCREASE/YR)	\$ 1,429,672	\$ 1,443,969	\$ 1,458,408	\$ 1,472,992	\$ 1,487,722
INTERFUND PAYMENTS	\$ 708,591	\$ 729,849	\$ 751,744	\$ 774,297	\$ 797,525
OTHER (1% INCREASE/YEAR)	\$ 152,360	\$ 153,884	\$ 155,422	\$ 156,977	\$ 158,546
INTEREST (0.5%)	\$ 158,000	\$ 150,852	\$ 166,406	\$ 171,975	\$ 177,560
<b>TOTAL ROAD FUND (325) REVENUE</b>	<b>\$ 32,703,612</b>	<b>\$ 30,321,168</b>	<b>\$ 33,447,589</b>	<b>\$ 34,567,032</b>	<b>\$ 35,689,584</b>
<b><u>ROAD FUND (325) EXPENDITURE</u></b>					
PERSONNEL (3% INCREASE/YEAR)	\$ 9,556,843	\$ 9,843,548	\$ 10,138,855	\$ 10,443,020	\$ 10,756,311
MATS/SERV (3% INCREASE/YEAR)	\$ 9,992,969	\$ 10,292,758	\$ 10,601,541	\$ 10,919,587	\$ 11,247,175
CAPITAL OUTLAY	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
TRANSFER TO ROAD BLDG/EQUIP CIP (330)	\$ 2,089,362	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
TRANSFER TO ROAD CIP (465)	\$ 8,631,333	\$ 6,078,763	\$ 8,525,912	\$ 8,945,705	\$ 9,347,617
CONTINGENCY (3% INCREASE/YEAR)	\$ 2,433,105	\$ 2,506,098	\$ 2,581,281	\$ 2,658,720	\$ 2,738,481
<b>TOTAL ROAD FUND (325) EXPENDITURE</b>	<b>\$ 32,703,612</b>	<b>\$ 30,321,168</b>	<b>\$ 33,447,589</b>	<b>\$ 34,567,032</b>	<b>\$ 35,689,584</b>
<b><u>SDC FUND (336) REVENUE</u></b>					
BEGIN FUND BALANCE	\$ 1,997,077	\$ 1,623,077	\$ 1,825,535	\$ 2,133,817	\$ 3,057,553
SDC (6% INCREASE/YEAR)	\$ 1,500,000	\$ 1,590,000	\$ 1,685,400	\$ 1,786,524	\$ 1,893,715
INTEREST/OTHER (3.5%)	\$ 126,000	\$ 112,458	\$ 122,883	\$ 137,212	\$ 173,294
<b>TOTAL SDC FUND (336) REVENUE</b>	<b>\$ 3,623,077</b>	<b>\$ 3,325,535</b>	<b>\$ 3,633,817</b>	<b>\$ 4,057,553</b>	<b>\$ 5,124,563</b>
<b><u>SDC FUND (336) EXPENDITURE</u></b>					
TRANSFER TO ROAD CIP (465)	\$ 2,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,000,000	\$ 1,000,000
CONTINGENCY	\$ 1,623,077	\$ 1,825,535	\$ 2,133,817	\$ 3,057,553	\$ 4,124,563
<b>TOTAL SDC FUND (336) EXPENDITURE</b>	<b>\$ 3,623,077</b>	<b>\$ 3,325,535</b>	<b>\$ 3,633,817</b>	<b>\$ 4,057,553</b>	<b>\$ 5,124,563</b>
<b><u>ROAD CIP FUND (465) REVENUE</u></b>					
BEGIN FUND BALANCE	\$ 15,534,050	\$ 11,200,250	\$ 5,021,620	\$ 2,239,119	\$ 2,789,941
TRANSFER FROM ROAD FUND (325)	\$ 8,631,333	\$ 6,078,763	\$ 8,525,912	\$ 8,945,705	\$ 9,347,617
TRANSFER FROM SDC FUND (325)	\$ 2,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,000,000	\$ 1,000,000
ODOT FUND EX	\$ 881,339	\$ 881,339	\$ 881,339	\$ 881,339	\$ 881,339
OTHER GRANTS	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000
INTEREST (1%)	\$ 475,310	\$ 124,563	\$ 159,289	\$ 130,662	\$ 140,189
<b>TOTAL ROAD CIP (465) REVENUE</b>	<b>\$ 27,522,032</b>	<b>\$ 19,784,915</b>	<b>\$ 16,588,160</b>	<b>\$ 13,696,825</b>	<b>\$ 14,659,086</b>
<b><u>ROAD CIP FUND (465) EXPENDITURE</u></b>					
CAPITAL OUTLAY	\$ 16,189,012	\$ 14,640,400	\$ 14,266,100	\$ 10,838,400	\$ 12,922,000
MATERIALS & SERVICES (0.5%)	\$ 132,770	\$ 122,895	\$ 82,941	\$ 68,484	\$ 73,295
CONTINGENCY	\$ 11,200,250	\$ 5,021,620	\$ 2,239,119	\$ 2,789,941	\$ 1,663,791
<b>TOTAL ROAD CIP FUND (465) EXPENDITURE</b>	<b>\$ 27,522,032</b>	<b>\$ 19,784,915</b>	<b>\$ 16,588,160</b>	<b>\$ 13,696,825</b>	<b>\$ 14,659,086</b>



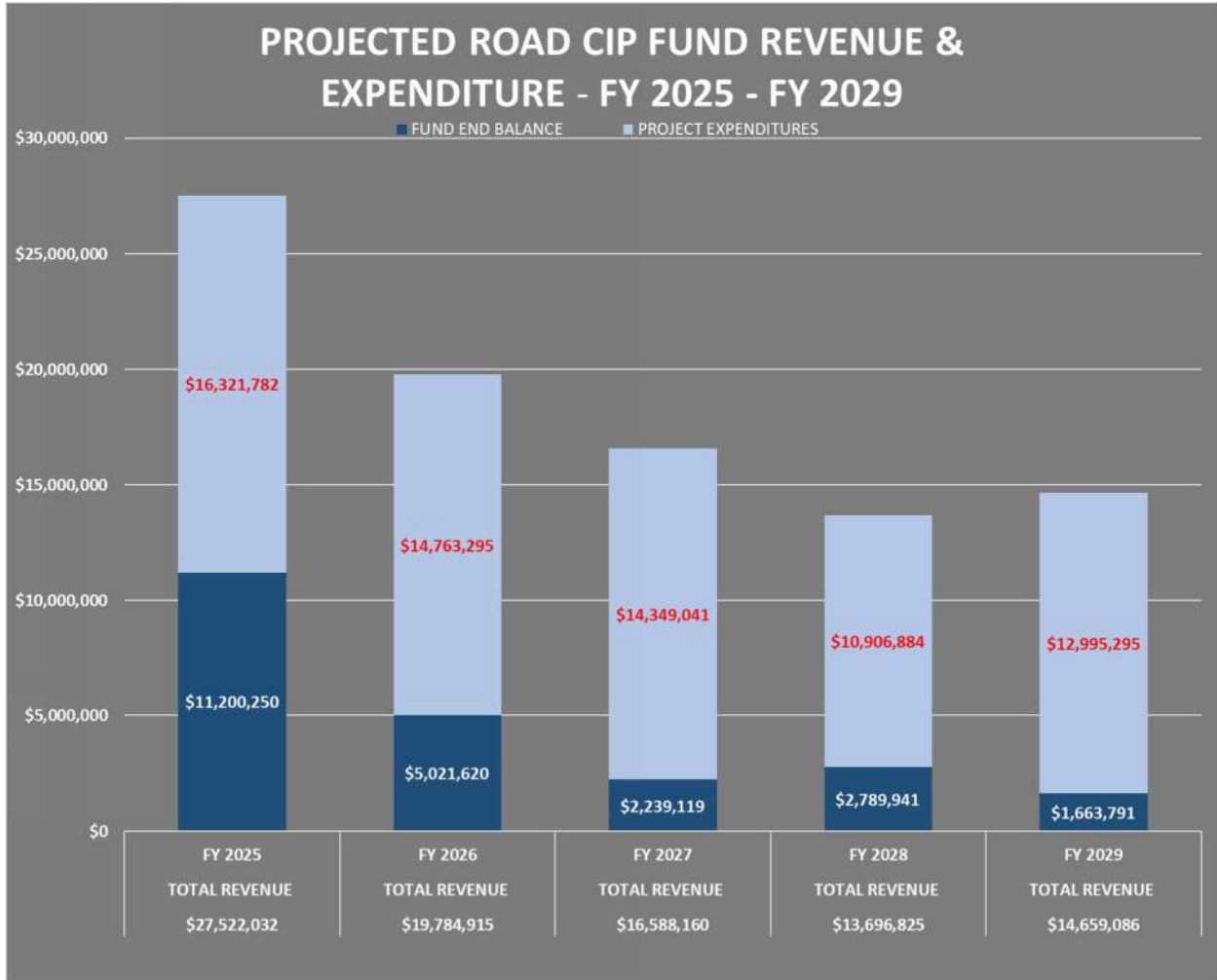


FIGURE 2 – FY 2025-2029 ROAD CIP FUND REVENUE AND EXPENDITURES PROJECTIONS



### **CIP ORGANIZATION**

Projects prioritized and selected from the above-listed sources are programmed into the five-year CIP and scheduled based on available revenue and Department project delivery capacity. Projects are organized in the CIP under four programs:

<b>TRANSPORTATION SYSTEM</b>	Includes major road improvement projects identified in TSP, special studies, or funding agreements. Also includes County contributions to ODOT state highway projects.
<b>PAVEMENT PRESERVATION</b>	Includes contracted pavement preservation projects identified in the Department’s pavement management system.
<b>TRAFFIC SAFETY</b>	Includes contracted safety improvements, including signage, guardrail, and delineation, to bring assets in compliance with current state or federal standards.
<b>BRIDGE CONSTRUCTION</b>	Includes bridge replacement and rehabilitation projects identified in the Department’s bridge management system.

Appendix “A” of this report includes a summary of the five-year Road Capital Improvement Plan (CIP) for Fiscal Years 2025 through Fiscal Year 2029.

Appendix “B” of this report includes County-wide maps depicting the project locations by program. Traffic Safety Program projects and local road pavement preservation projects are not depicted on these maps, as these projects are systemic and cover multiple corridors, some of which are still to be determined.

Appendix “C” of this report includes individual project information sheets and location maps.

Project begin-construction years are indicated on maps and the header of each project information sheet with a color-coded tab, similar to the one depicted in Figure 3 below.



**FIGURE 3 – BEGIN-CONSTRUCTION FISCAL YEAR TAB**

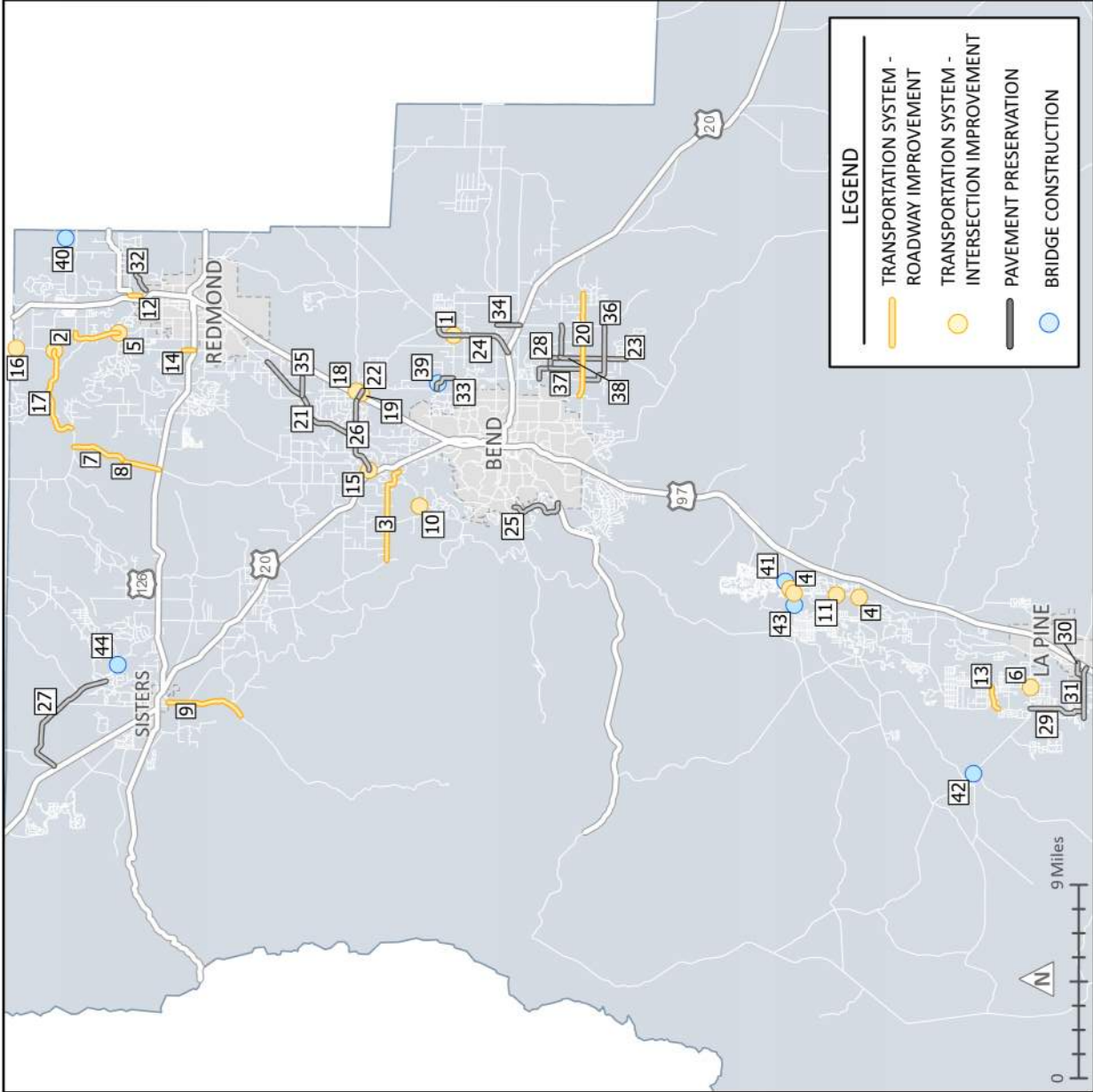
# **APPENDIX A**

## **FY 2025-2029 CIP SUMMARY**



## **APPENDIX B**

### **FY 2025-2029 CIP PROGRAM MAPS**



# DESCHUTES COUNTY ROAD DEPARTMENT CAPITAL IMPROVEMENT PROJECTS 5-YEAR PLAN

Fiscal Years 2025 - 2029

## TRANSPORTATION SYSTEM

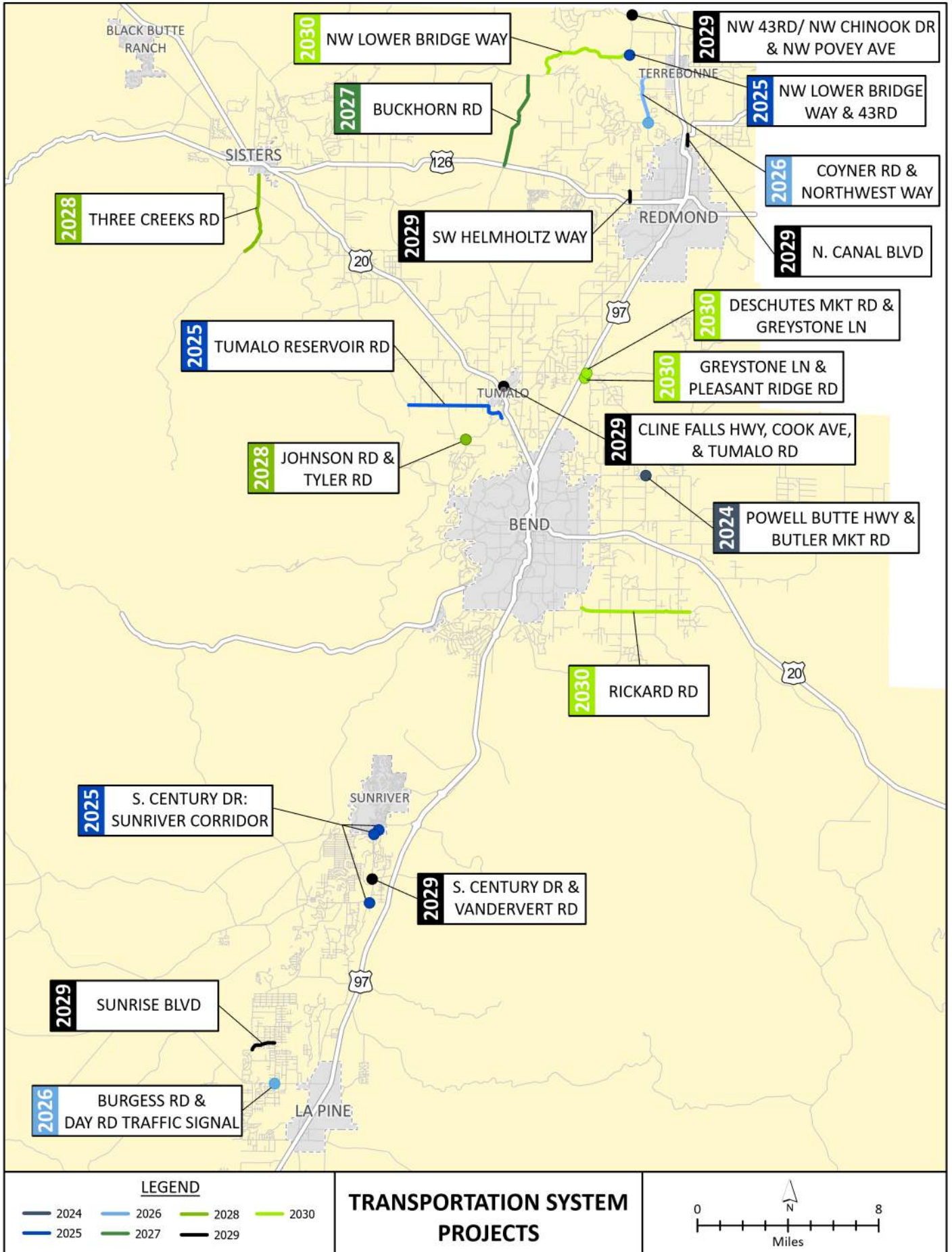
YEAR	NAME
2024:	Powell Butte Hwy/ Butler Mkt Roundabout
2025:	NW Lower Bridge Way/ 43Rd Intersection
2025:	Tumalo Reservoir Rd: O.B. Riley Rd to Sisemore Rd
2025:	S Century Drive: Sunriver Corridor Intersections
2026:	Northwest Way/ NW Coyner Ave Intersection
2026:	Burgess Road/ Day Road Traffic Signal
2027:	Buckhorn Rd: Hwy 126 - MP 1.6, FLAP
2027:	Buckhorn Rd: MP 1.6 - Lower Bridge Way
2028:	Three Creeks Rd: Sisters City Limits-FS Boundary, FLAP
2028:	Johnson Rd/ Tyler Rd Intersection
2029:	S. Century Dr./ Vandervert Rd Roundabout
2029:	N. Canal Blvd: Redmond City Limits to Oneil Hwy Sunrise Blvd
2029:	SW Heimholtz Way: OR 126 to Antler Ave.
2029:	Cline Falls Hwy/ Cook Ave/ Tumalo Rd Intersection
2029:	NW 43rd St/ NW Chinook Dr/ NW Povey Ave Intersection
2030:	NW Lower Bridge Way: 43rd to Teater Ave
2030:	Deschutes Market Rd/ Greystone Ln Intersection
2030:	Greystone Ln/ Pleasant Ridge Intersection
2030:	Rickard Rd: Knott Rd to Bozeman Trail Improvement

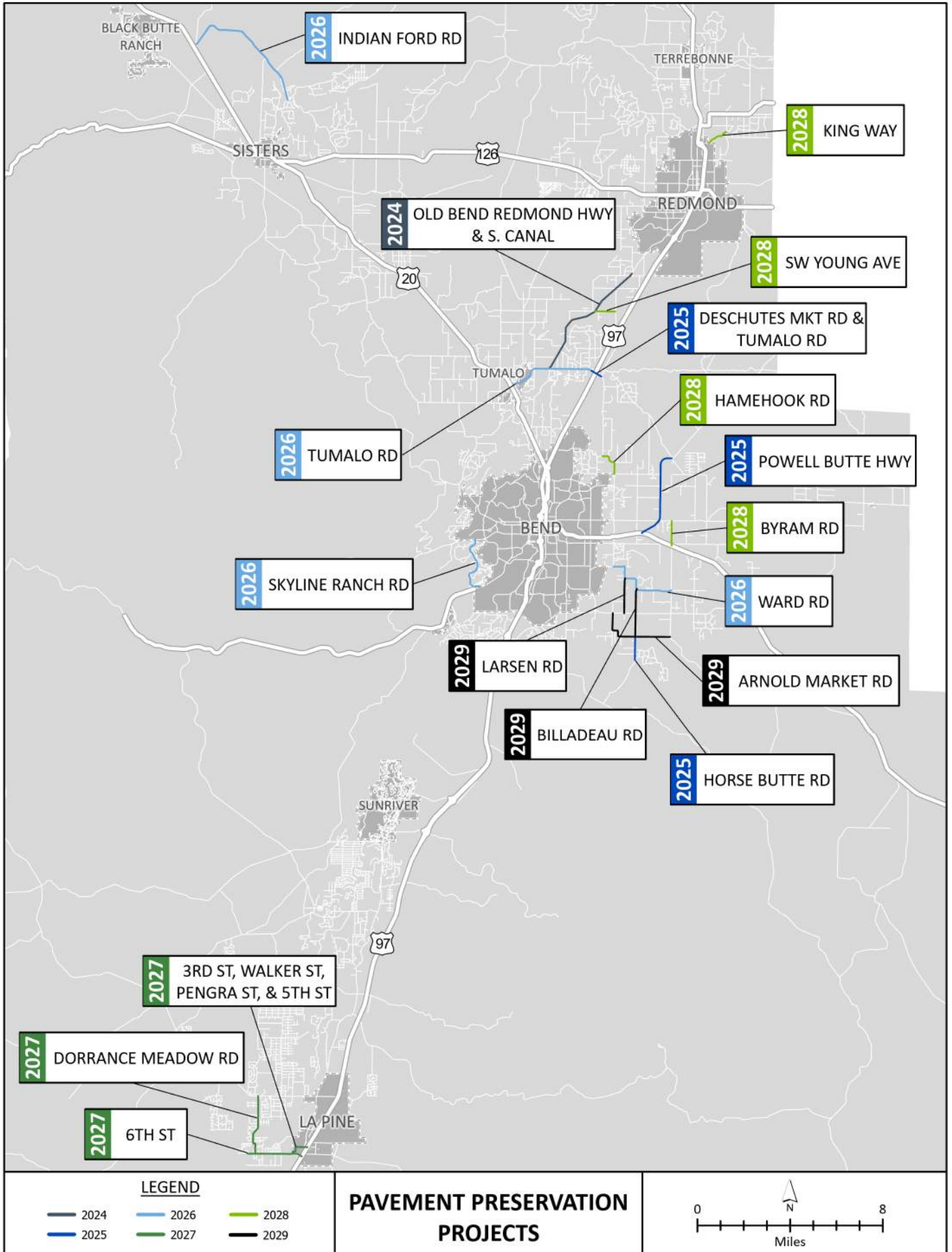
## PAVEMENT PRESERVATION

YEAR	NAME
2024:	Old Bend Redmond Hwy: US 20-Tumalo Rd
2025:	Deschutes Market Rd & Tumalo Rd: 19th St-Tumalo Pl
2025:	Horse Butte Rd
2025:	Powell Butte Hwy: McGrath Rd-US
2025:	Skyline Ranch Rd: Century Dr-City Limits
2026:	Tumalo Rd
2026:	Indian Ford Rd
2026:	Ward Rd: Stevens Rd-Gosney Rd
2027:	Dorrance Meadow Rd
2027:	3rd St, Walker St, Pengra St, & 5th St (La Pine)
2027:	6th St (La Pine)
2028:	King Way
2028:	Hamehook Rd
2028:	Byram Rd
2028:	SW Young Ave: 61St St to S. Canal BLVD
2029:	Arnold Market Rd
2029:	Larsen Rd
2029:	Billadeau Rd

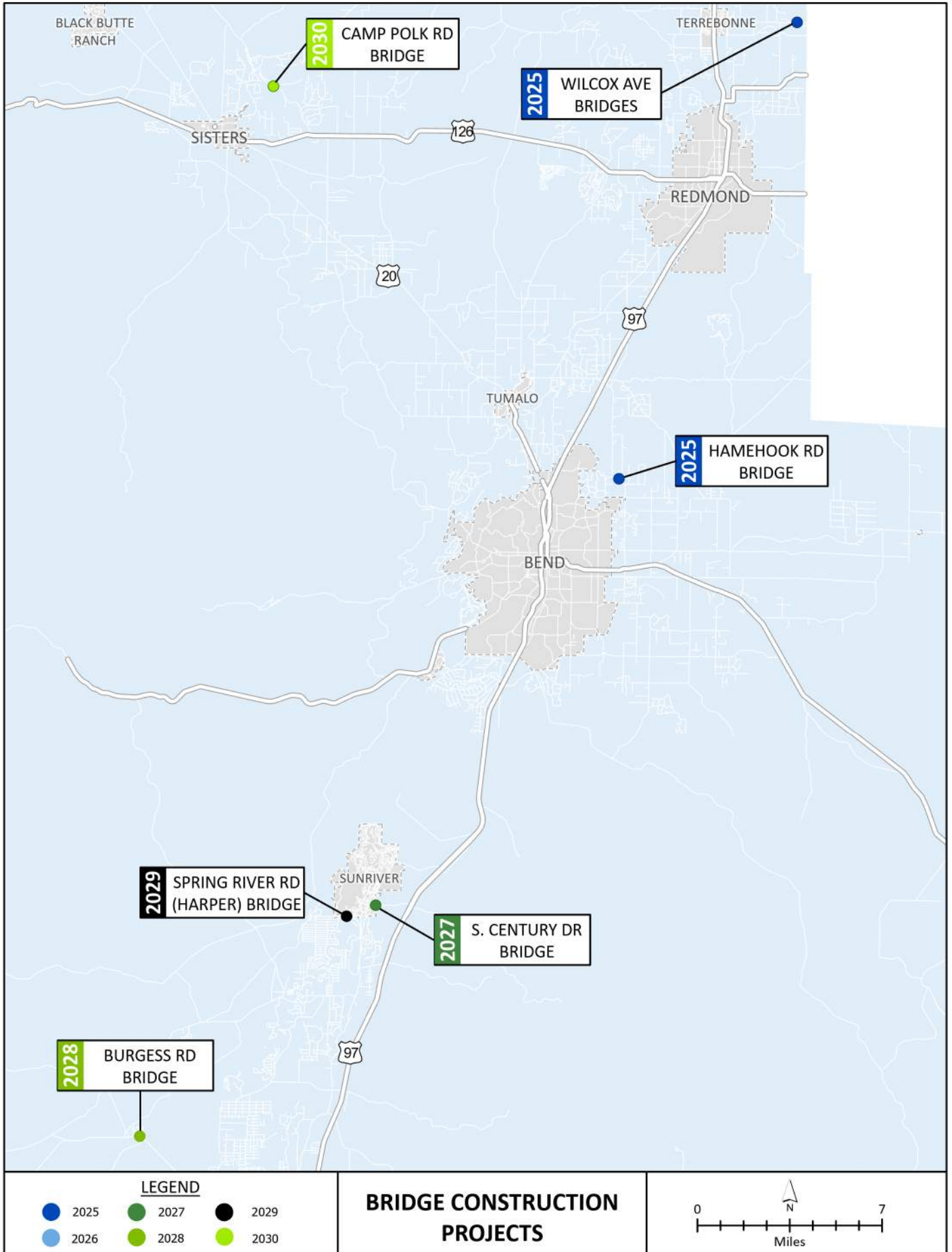
## BRIDGE CONSTRUCTION

YEAR	NAME
2025:	Hamehook Rd Bridge
2025:	Wilcox Ave Bridges
2027:	S. Century Dr Bridge
2028:	Burgess Rd Bridge
2029:	Spring River Rd (Harper) Bridge
2030:	Camp Polk Rd Bridge









## **APPENDIX C**

# **PROJECT INFORMATION SHEETS AND LOCATION MAPS**

## Powell Butte Highway / Butler Market Road Roundabout

Powell Butte Highway is a north-south arterial roadway connecting the area east of Bend to US 20, Crook County and the community of Powell Butte. Butler Market Rd is an east-west arterial roadway connecting the area east of Bend to Deschutes Market Rd and Hamehook Rd. The intersection is situated adjacent to the main entrance to the Bend Municipal Airport.



The intersection of Powell Butte Highway and Butler Market Rd is presently a three-legged intersection with stop sign control on the eastbound approach only. There is a history of injury crashes at the intersection.

<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project CI-1 (High Priority) Identified as Safety Priority Index System (SPIS) site by ODOT	
<i>Road Name:</i>	Powell Butte Hwy	Butler Market Road
<i>Functional Classification:</i>	Rural Arterial	Rural Arterial
<i>Average Daily Traffic (ADT):</i>	7,418 vehicles/day (2022)	4,483 vehicles/day (2023)

### SCOPE OF WORK

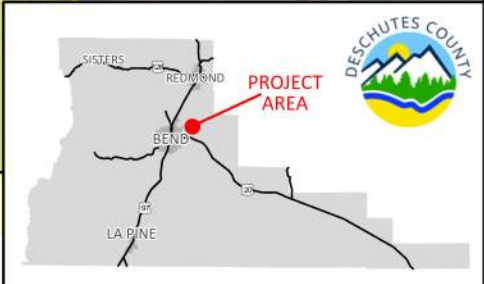
- Constructing a single-lane roundabout
- Installing illumination
- Installing new signs, striping and delineation
- Installing a protected left turn lane for the Bend Municipal Airport

### FUNDING

	FY 2022	FY 2023	FY 2024	FY 2025	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$38,562	\$250,902	\$133,309	-	\$422,773
RIGHT OF WAY	-	-	\$215,671	-	\$215,671
CONSTRUCTION	-	-	\$1,000,000	\$1,095,760	\$2,095,760
<b>TOTAL</b>	<b>\$38,562</b>	<b>\$250,902</b>	<b>\$1,348,980</b>	<b>\$1,095,760</b>	<b>\$2,734,204</b>

### SCHEDULE

	FY 2022				FY 2023				FY 2024				FY 2025			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING																
RIGHT OF WAY																
CONSTRUCTION																



**2024**

**TRANSPORTATION SYSTEM PROJECT**

POWELL BUTTE HWY / BUTLER MARKET ROUNDABOUT

## NW Lower Bridge Way / NW 43rd Street Intersection Improvement

NW Lower Bridge Way is an east-west roadway connecting rural communities west of Terrebonne to US 97. NW 43rd Street is a north-south roadway which serves as the primary access route for the more than 5,000 residents of Crooked River Ranch. NW 43rd Street intersects NW Lower Bridge Way at a three-legged intersection with stop sign control on the north leg only.



The intersection is a primary node for both recreational and residential traffic, and also serves the Sisters to Smith Rock Scenic Bikeway. Within the vicinity of the intersection, there is a history of non-fatal injury crashes.

<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project CI-7 (High Priority)	
<i>Road Name:</i>	NW Lower Bridge Way	NW 43rd Street
<i>Functional Classification:</i>	Rural Arterial	Rural Collector
<i>Average Daily Traffic (ADT):</i>	8,071 vehicles/day (2023)	7,060 vehicles/day (2023)

### SCOPE OF WORK

- Improving intersection operations at the intersection of NW Lower Bridge Way / NW 43rd Street based on results of a safety and capacity analysis
- Revising intersection geometry to improve safety for vehicular and bicycle traffic
- Installing new pavement markings and signage

### FUNDING

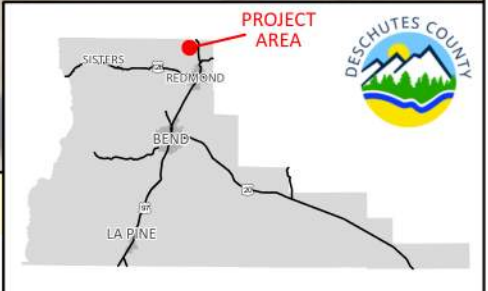
	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$10,670	\$159,140	\$250,000	-	\$419,810
RIGHT OF WAY	-	-	-	-	-
CONSTRUCTION	-	-	\$1,400,000	\$1,000,000	\$2,400,000
<b>TOTAL</b>	<b>\$10,670</b>	<b>\$159,140</b>	<b>\$1,650,000</b>	<b>\$1,000,000</b>	<b>\$2,819,810</b>

### SCHEDULE

	FY 2023				FY 2024				FY 2025				FY 2026			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING																
RIGHT OF WAY																
CONSTRUCTION																



 Project Extents



**2025**

**TRANSPORTATION SYSTEM PROJECT**  
NW LOWER BRIDGE WAY/ 43RD ST INTERSECTION IMPROVEMENT

**Tumalo Reservoir Road: O.B. Riley Road to Sisemore Road Improvement**

Tumalo Reservoir Road is located southwest of Tumalo and spans from O.B. Riley Road near Tumalo State Park to Sisemore Road near Tumalo Reservoir. The existing pavement width ranges from 22 to 25 feet and has a Pavement Condition Index (PCI) ranging from 75 to 78 out of 100.



The existing pavement has poor ride quality and is exhibiting significant shoulder deterioration. The roadway also lacks appropriate bicycle facilities. The segment between O.B. Riley Road and Bailey Road serves as part of the Twin Bridges Scenic Bikeway.

<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project CC-9 (Medium Priority)
<i>Road Name:</i>	Tumalo Reservoir Road
<i>Functional Classification:</i>	Rural Collector
<i>Average Daily Traffic (ADT):</i>	294 vehicles/day (2023)

**SCOPE OF WORK**

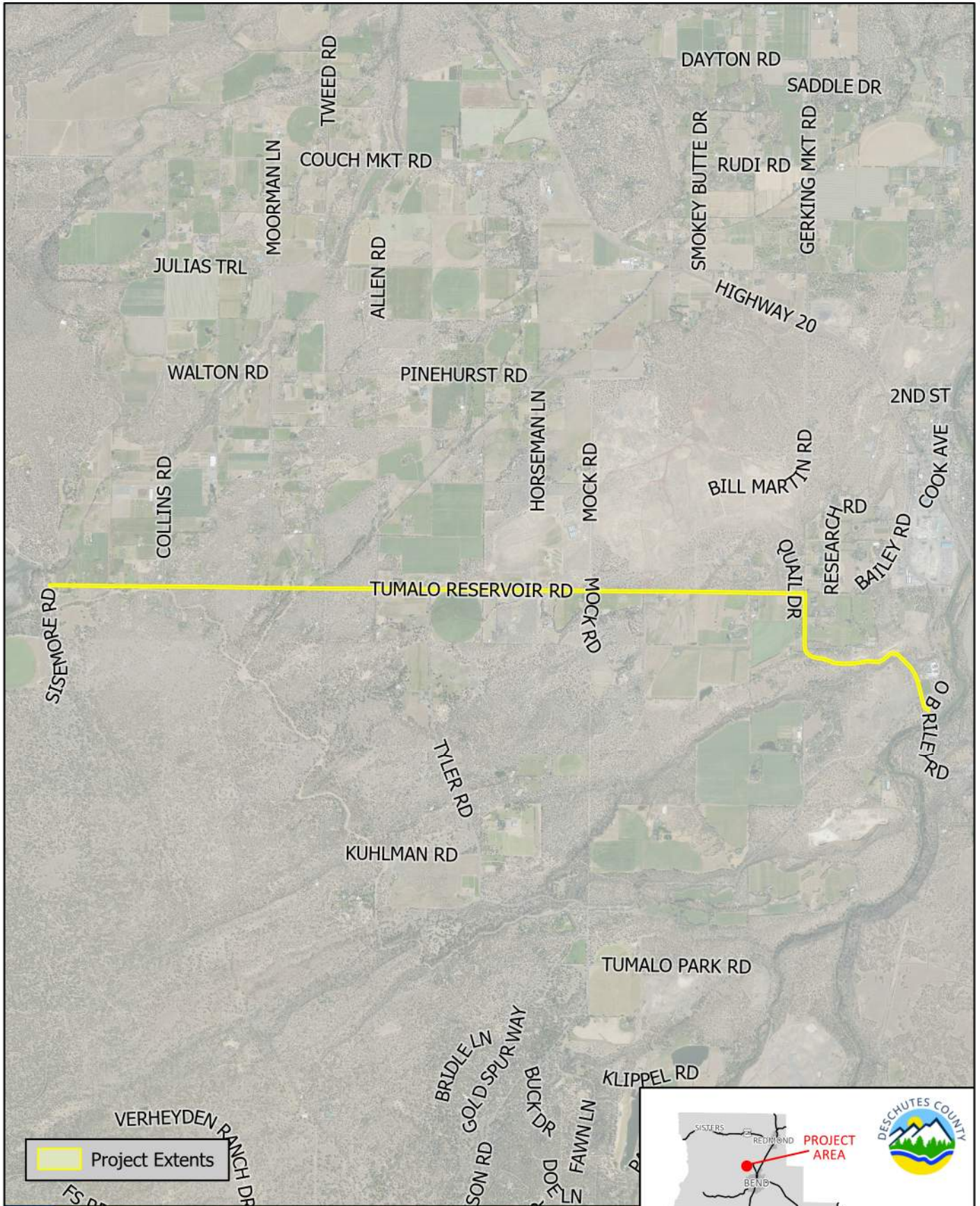
- Widening the roadway to a paved width of 30 feet with 2-foot-wide aggregate shoulders to accommodate paved bikeways
- Paving of Tumalo Reservoir Road between O.B. Riley Road and Sisemore Road
- Safety improvements – Signing, Striping, Delineation and Roadside Barriers
- Removal of roadside obstructions

**FUNDING**

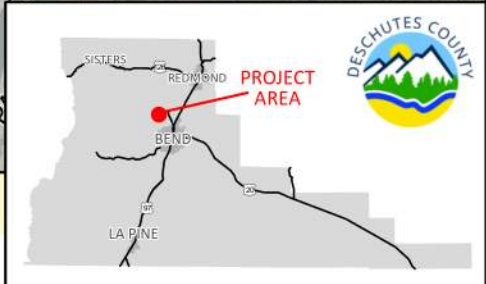
	FY 2024	FY 2025	FY 2026	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$200,000	\$261,752	-	\$461,752
RIGHT OF WAY	-	\$156,000	-	\$156,000
CONSTRUCTION	-	\$2,000,000	\$2,489,000	\$4,489,000
<b>TOTAL</b>	<b>\$200,000</b>	<b>\$2,417,752</b>	<b>\$2,489,000</b>	<b>\$5,106,752</b>

**SCHEDULE**

	FY 2024				FY 2025				FY 2026			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



 Project Extents



**2025**

**TRANSPORTATION SYSTEM PROJECT**

TUMALO RESERVOIR RD: O.B. RILEY RD TO SISEMORE RD



**S Century Drive: Sunriver Corridor Intersection Improvements**

South Century Drive is a rural arterial that provides connectivity from communities south of Sunriver to US97, and provides recreational access to the Deschutes National Forest. The intersections of South Century Drive with Venture Lane, Spring River Road, and Huntington Road serve as primary nodes for year-round residential and recreational traffic for the outlying Sunriver community.



The intersections along South Century Drive are in need of safety and capacity improvements to address increased traffic volumes and occurrence of crashes. Bicycle and pedestrian safety improvements are also warranted to improve connectivity in the area.

<i>Project</i>	Deschutes County TSP 2020-2040: Projects CI-2 (High Priority), CI-3 (High Priority),			
<i>Justification:</i>	and CI-7 (Medium Priority)			
<i>Road Name:</i>	South Century Drive	Venture Lane	Spring River Road	Huntington Road
<i>Functional Classification:</i>	Rural Arterial	Rural Local	Rural Arterial	Rural Collector
<i>Average Daily Traffic (ADT):</i>	10,191 vehicles/day (2023)	Not Available	5,599 vehicles/day (2022)	2,083 vehicles/day (2022)

**SCOPE OF WORK**

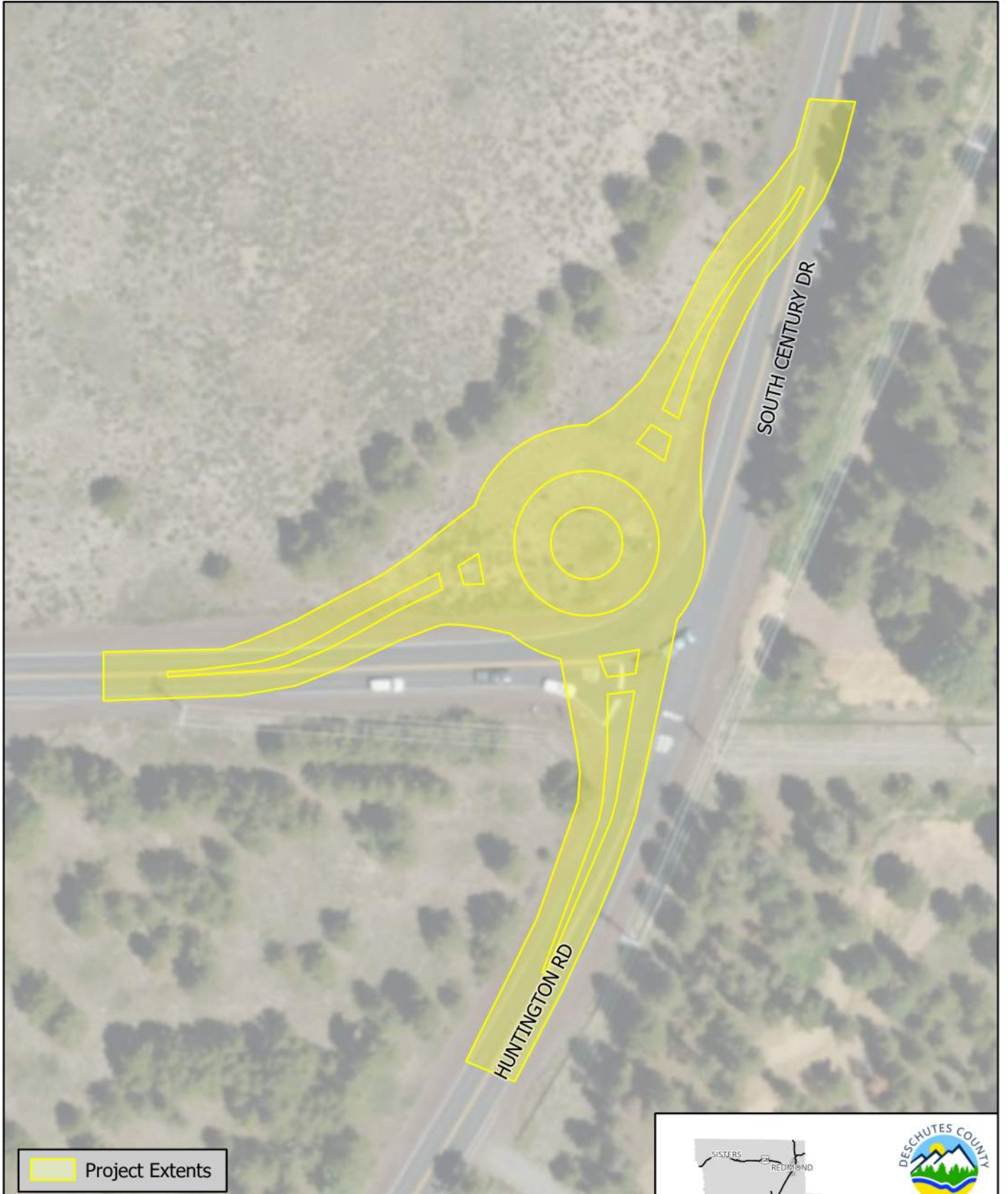
- Constructing single-lane roundabouts at each intersection
- Bicycle and pedestrian safety improvements at each intersection
- Installation of new signage, pavement markings and other miscellaneous improvements

**FUNDING**

	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$526,000	\$600,000	\$100,000	-	\$1,226,000
RIGHT OF WAY	-	\$550,000	-	-	\$550,000
CONSTRUCTION	-	\$500,000	\$2,877,000	\$5,138,000	\$8,515,000
<b>TOTAL</b>	\$526,000	\$1,650,000	\$2,977,000	\$5,138,000	<b>\$10,291,000</b>

**SCHEDULE**

	FY 2024				FY 2025				FY 2026				FY 2027			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING																
RIGHT OF WAY																
CONSTRUCTION																

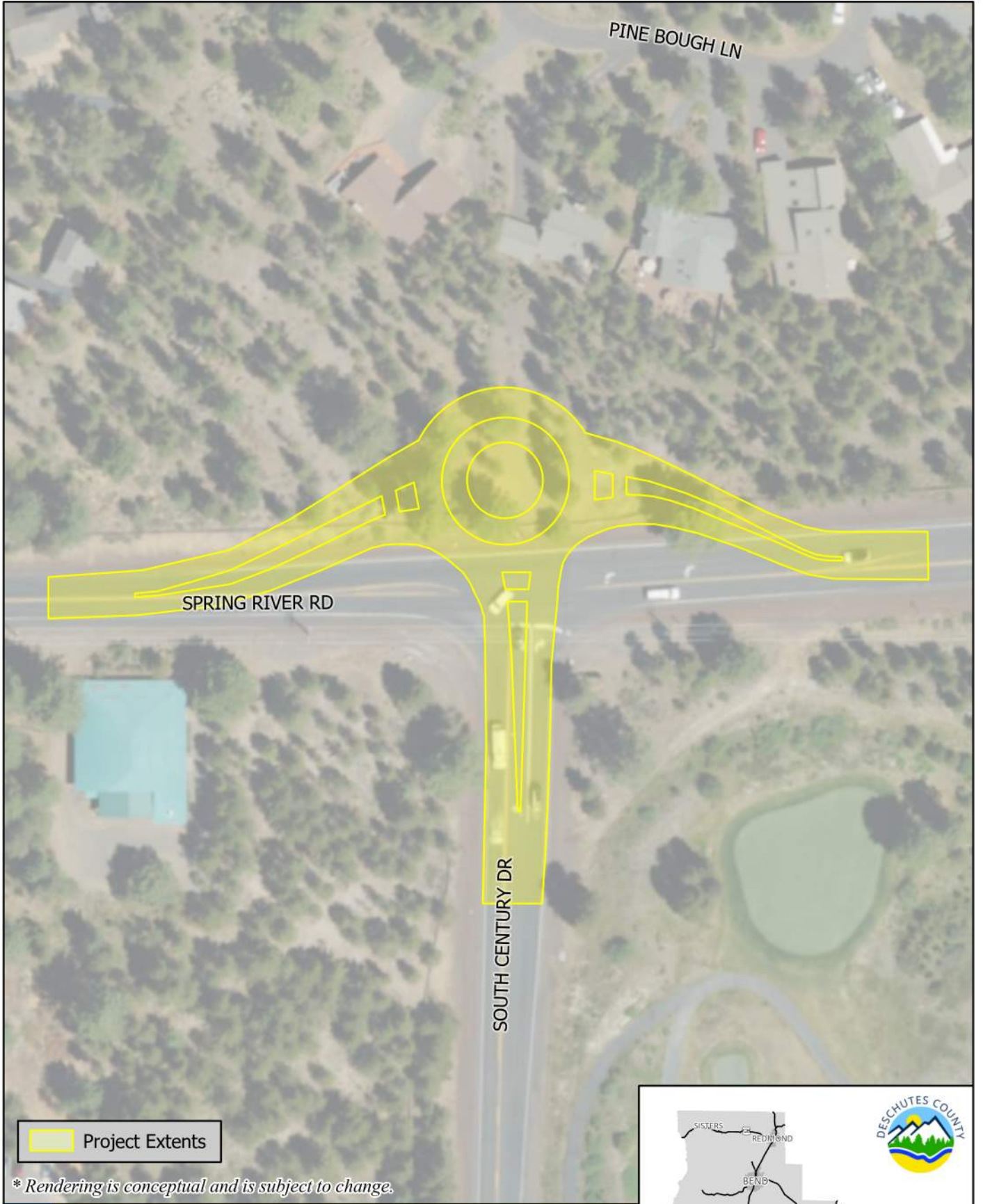


 Project Extents

*\* Rendering is conceptual and is subject to change.*




<b>2025</b>	<b>TRANSPORTATION SYSTEM PROJECT</b>
	S. CENTURY DR: SUN RIVER CORRIDOR (HUNTINGTON RD ROUNDABOUT)



<b>2025</b>	<b>TRANSPORTATION SYSTEM PROJECT</b>
	S. CENTURY DR: SUNRIVER CORRIDOR (SPRING RIVER RD ROUNDABOUT)





 Project Extents

*\* Rendering is conceptual and is subject to change.*

**2025**

**TRANSPORTATION SYSTEM PROJECT**  
S. CENTURY DR: SUN RIVER CORRIDOR (VENTURE LN INTERSECTION IMPROVEMENT)



**La Pine UIC Stormwater Improvements**

The City of La Pine is an unincorporated community south of Bend. Deschutes County Road Department has identified several Underground Injection Control (UIC) Stormwater facilities that require upgrades. These improvements are necessary to maintain appropriate catchment volume and water quality for storm runoff within the City of La Pine.



*Project Justification:* Department of Environmental Qualifications (DEQ) Underground Injection Control (UIC) Permit Requirements

*Road Name:* Various

*Functional Classification:* Various

**SCOPE OF WORK**

- Constructing new Underground Injection Control (UIC) facilities and stormwater conveyance structures
- Installing new stormwater inlets

**FUNDING**

	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$60,000	\$60,000
RIGHT OF WAY	-	-
CONSTRUCTION	\$180,000	\$180,000
<b>TOTAL</b>	<b>\$240,000</b>	<b>\$240,000</b>

**SCHEDULE**

	<i>FY 2025</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				

## Northwest Way/NW Coyner Avenue Intersection Improvement & Paving

Northwest Way and NW Coyner Avenue are rural collector roadways that connect communities northwest of Redmond to the City of Redmond and US 97. The intersection is stop sign-controlled on the east and west approaches. There were 11 reported crashes at the intersection during the most recent five year period of available crash data (2017-2021).



Northwest Way connects rural communities northwest of Redmond with the City of Redmond. The segment is experiencing pavement deterioration and lacks modern safety features such as roadway delineation.

<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project CI-6 (High Priority) Identified as Safety Priority Index System (SPIS) site by ODOT Pavement Condition Index (PCI) Rating – 78 to 80 out of 100	
<i>Road Name:</i>	Northwest Way	NW Coyner Avenue
<i>Functional Classification:</i>	Rural Collector	Rural Collector
<i>Average Daily Traffic (ADT):</i>	2,536 vehicles/day (2022)	2,327 vehicles/day (2022)

### SCOPE OF WORK

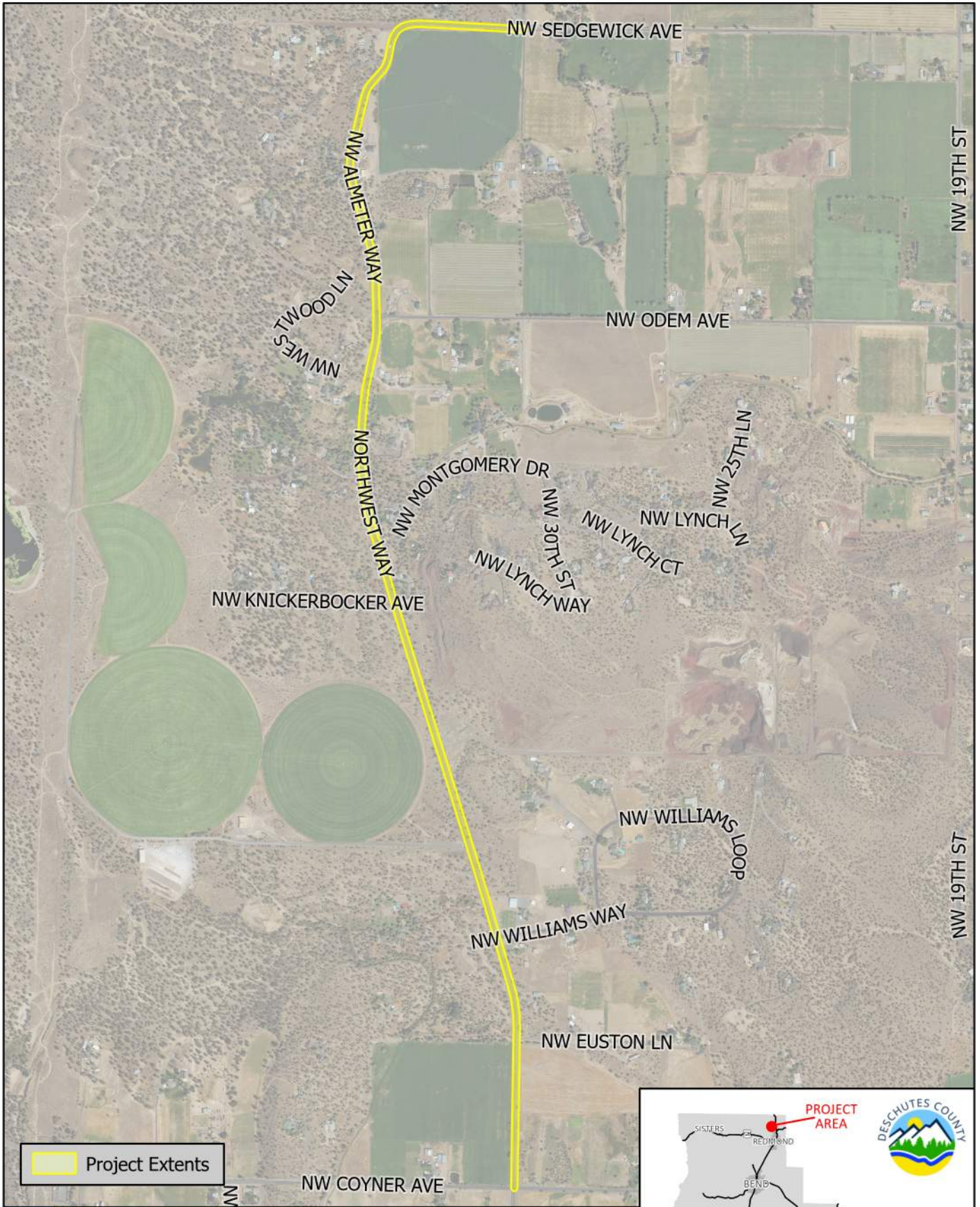
- Improving intersection operations at the intersection of NW Lower Bridge Way / NW 43rd Street based on results of a safety and capacity analysis
- Revising intersection geometry to improve safety for vehicular and bicycle traffic
- Asphalt pavement rehabilitation via inlay/overlay
- Installing new pavement markings and signage


### FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>FY 2027</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$85,000	\$35,000	-	\$120,000
RIGHT OF WAY	-	-	-	-
CONSTRUCTION	-	\$1,000,000	\$948,100	\$1,948,100
<b>TOTAL</b>	<b>\$85,000</b>	<b>\$1,035,000</b>	<b>\$948,100</b>	<b>\$2,068,100</b>

### SCHEDULE

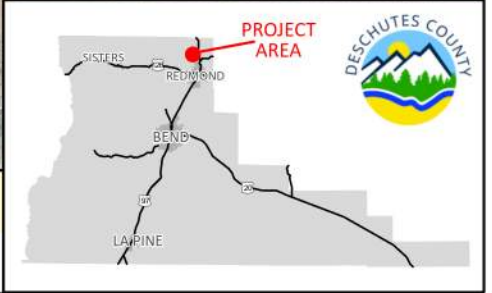
	<i>FY 2025</i>				<i>FY 2026</i>				<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



 Project Extents

2026

**TRANSPORTATION SYSTEM PROJECT**  
 NORTHWEST WAY/NW COYNER AVE INTERSECTION IMPROVEMENT & PAVING



### Burgess Road / Day Road Traffic Signal

Burgess Road is a rural arterial that connects La Pine and US97 to Forest Service Road 42 and the Deschutes National Forest. Day Road is a north-south rural collector that connects residents north of La Pine to US 97, the City of La Pine and La Pine State Park. The intersection is currently stop sign-controlled on the north and south approaches. Turn lanes were added to the intersection on the north and south approaches in 2018. The intersection has a history of crashes related to the stop-controlled approaches and poor sight distance. The intersection currently lacks adequate traffic control to manage the moderately high volumes experienced at this location.



<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project CI-5 (High Priority) Identified as Safety Priority Index System (SPIS) site by ODOT	
<i>Road Name:</i>	Brugess Road	Day Road
<i>Functional Classification:</i>	Rural Arterial	Rural Collector
<i>Average Daily Traffic (ADT):</i>	5,130 vehicles/day (2023)	4,415 vehicles/day (2022)

**SCOPE OF WORK**

- Installing traffic signals on all approaches
- Installing illumination
- Installing new Signs, Striping and Delineation
- Clearing roadside obstructions

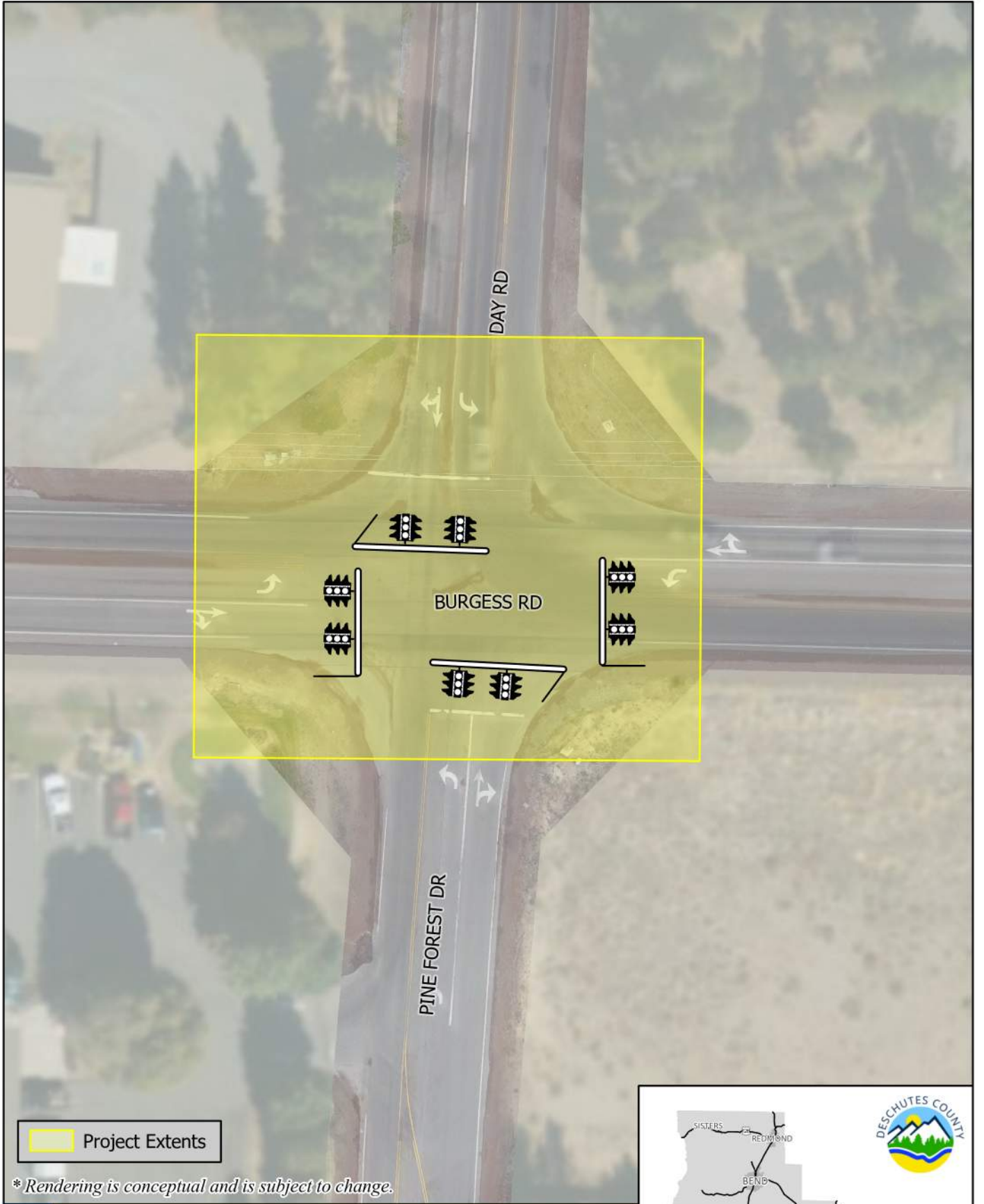
**FUNDING**

	FY 2025	FY 2026	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$50,000	-	\$50,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$746,000	\$746,000
<b>TOTAL</b>	<b>\$50,000</b>	<b>\$746,000</b>	<b>\$796,000</b>

**SCHEDULE**

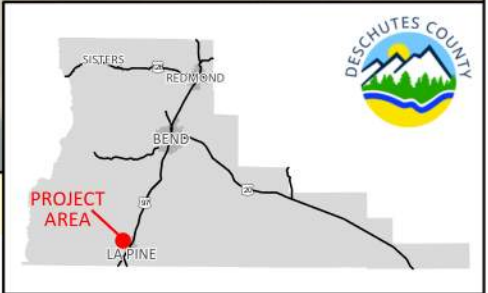
	FY 2025				FY 2026			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								





 Project Extents

*\* Rendering is conceptual and is subject to change.*



**2026**

**TRANSPORTATION SYSTEM PROJECT**

BURGESS RD / DAY RD TRAFFIC SIGNAL

**Buckhorn Road: Hwy 126 to M.P. 1.6**

Buckhorn Road is an aggregate-surfaced, north-south collector roadway located west of Redmond that connects NW Lower Bridge Road to OR Hwy 126. Buckhorn Road provides access to over 100,000 acres of Federal lands and recreational areas, including the Crooked River National Grasslands and the Cline Buttes OHV area. Buckhorn Road is also a critical link for emergency services to access communities west of Terrebonne in the event of a closure on NW Lower Bridge Way. Buckhorn Road currently lacks functional characteristics and safety features of a County Collector roadway.



*Project Justification:* Deschutes County TSP 2020-2040: Project F-2 (Medium Priority)  
Approved for funding under Federal Lands Access Program (FLAP)

*Road Name:* Buckhorn Road

*Functional Classification:* Rural Collector

*Average Daily Traffic (ADT):* 303 vehicles/day (2021)

**SCOPE OF WORK**

- Modernizing to Collector Roadway standards - Constructing 28-foot-wide asphalt concrete pavement with shoulder bikeways and 2-foot-wide aggregate shoulders from OR 126 to MP 1.6
- Installing new Signage, Delineation, Fencing and Marked Trail Crossings
- Removing roadside hazards and obstructions

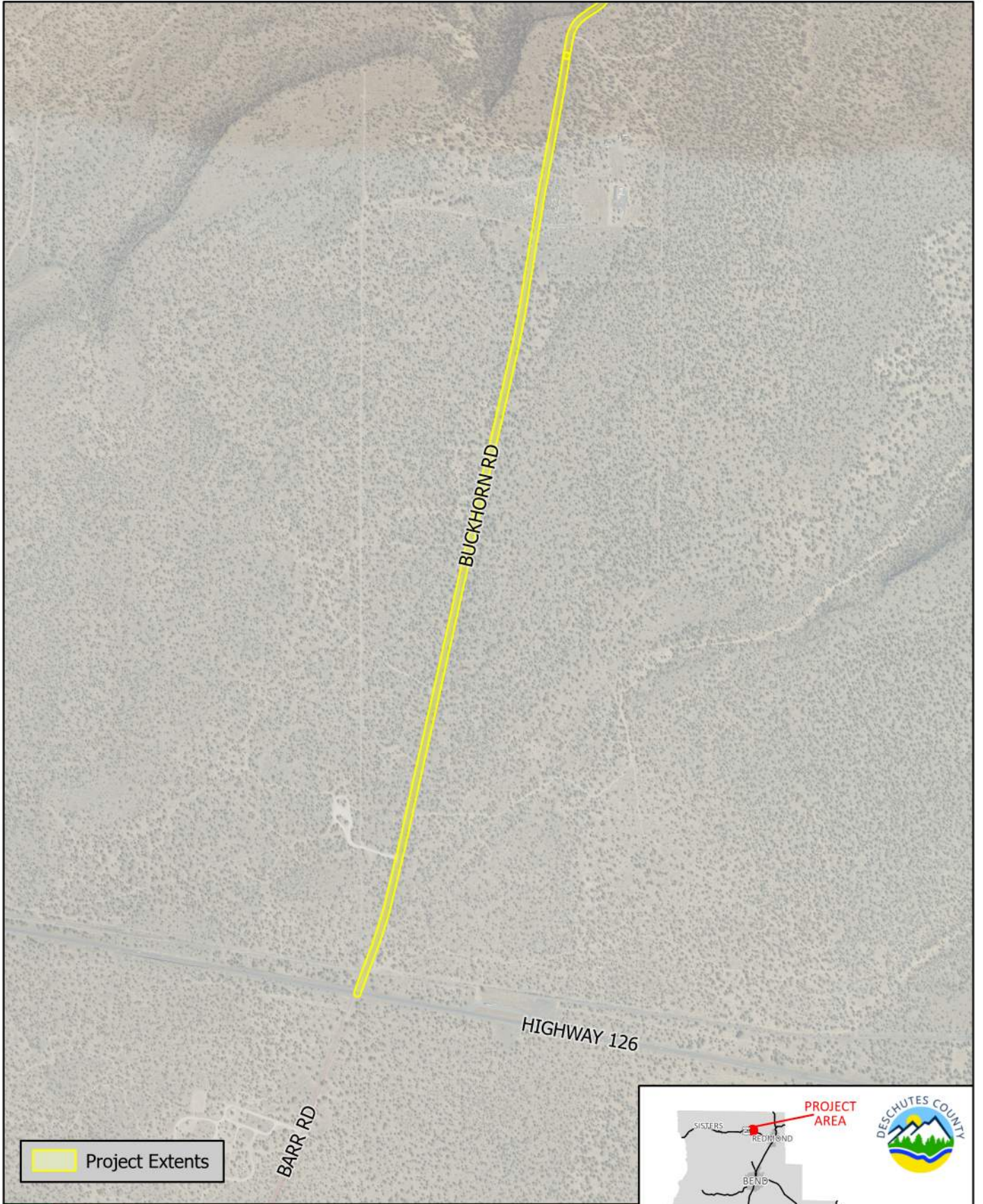
**FUNDING**

	<i>FY 2026</i>	<i>FY 2027</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.*	DESCHUTES CO.*	DESCHUTES CO.*
PRELIM. ENGINEERING	\$83,400	-	\$83,400
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$565,700	\$565,700
<b>TOTAL</b>	<b>\$83,400</b>	<b>\$565,700</b>	<b>\$649,100</b>

\*Project is approved for up to \$1,511,710 in FHWA Federal Lands Access Program funding. Contributions by Deschutes County are shown.

**SCHEDULE**

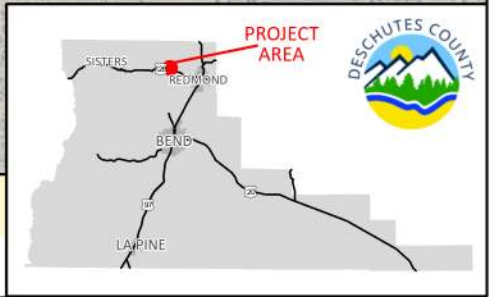
	<i>FY 2026</i>				<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



**2027**

**TRANSPORTATION SYSTEM PROJECT**

BUCKHORN RD: HWY 126 TO MILE POINT 1.6



**Buckhorn Road: M.P. 1.6 to Lower Bridge Way**

Buckhorn Road is an aggregate-surfaced, north-south collector roadway located west of Redmond that connects NW Lower Bridge Road to OR Hwy 126. Buckhorn Road provides access to over 100,000 acres of federal lands and recreational use areas, including the Crooked River National Grasslands and the Cline Buttes OHV area. Buckhorn Road is also a critical link for emergency services to access communities west of Terrebonne in the event of a closure on NW Lower Bridge Way. Buckhorn Road currently lacks functional and safety characteristics of a County Collector roadway.



*Project Justification:* Deschutes County TSP 2020-2040: Project F-2 (Medium Priority) Eligible for funding under Federal Lands Access Program (FLAP)

*Road Name:* Buckhorn Road

*Functional Classification:* Rural Collector

*Average Daily Traffic (ADT):* 303 vehicles/day (2021)

**SCOPE OF WORK**

- Modernizing to Collector Roadway standards - Constructing 28-foot-wide asphalt concrete pavement with shoulder bikeways and 2-foot-wide aggregate shoulders from MP 1.6 to NW Lower Bridge Way
- Installing new Signage, Delineation, Fencing and Marked Trail Crossings
- Installing new guardrail
- Removing roadside hazards and obstructions

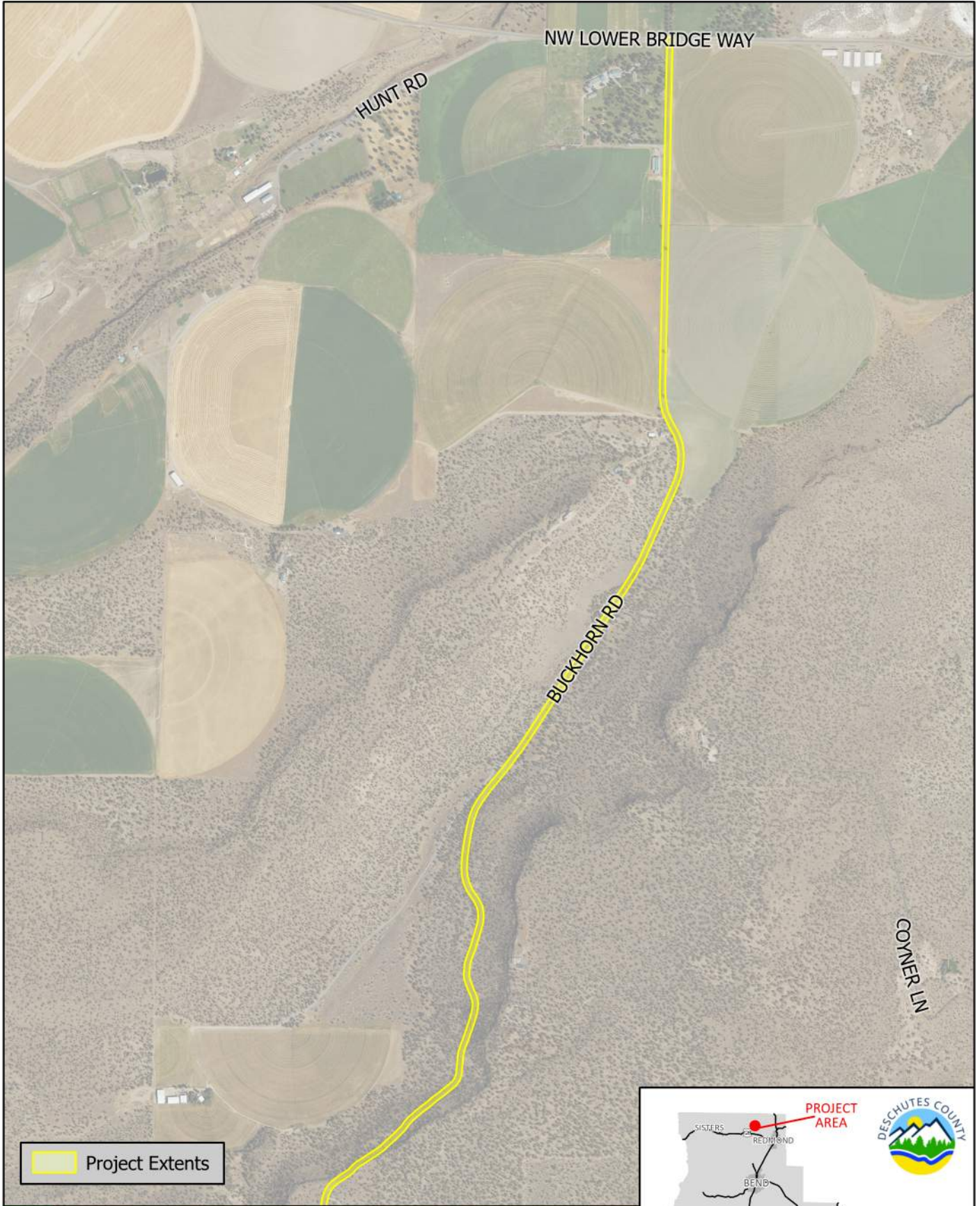
**FUNDING**

	<i>FY 2026</i>	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
<b>FUNDING SOURCE</b>	<b>DESCHUTES CO.*</b>	<b>DESCHUTES CO.*</b>	<b>DESCHUTES CO.*</b>	<b>DESCHUTES CO.*</b>
PRELIM. ENGINEERING	\$250,000	\$100,000	-	\$350,000
RIGHT OF WAY	-	\$40,000	-	\$40,000
CONSTRUCTION	-	\$840,000	\$3,000,000	\$3,840,000
<b>TOTAL</b>	<b>\$250,000</b>	<b>\$980,000</b>	<b>\$3,000,000</b>	<b>\$4,230,000</b>

\*Project is eligible for FHWA Federal Lands Access Program funding.

**SCHEDULE**

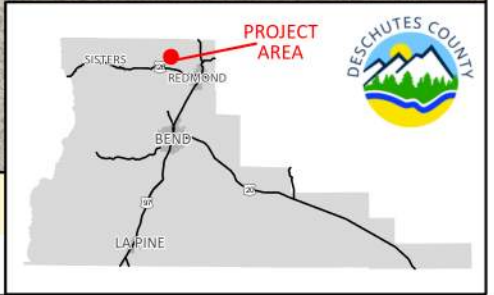
	<i>FY 2026</i>				<i>FY 2027</i>				<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



 Project Extents

2027

**TRANSPORTATION SYSTEM PROJECT**  
 BUCKHORN RD: MP 1.6 TO LOWER BRIDGE WAY



**Three Creeks Road: Sisters City Limits to Forest Service Boundary**

Three Creeks Road spans 15.85 miles north-south from the southern city limits of Sisters to Three Creeks Lake. The first 3.9 miles of Three Creeks Road, from the city limits to Forest Service Road #1600-370, is a Deschutes County rural collector road. It then becomes a Forest Service road to its terminus. Three Creeks Road primarily provides access to the Deschutes National Forest and Three Sisters Wilderness for recreational users. Three Creeks Road is a popular cyclist corridor and lacks the functional characteristics of a County bicycle route.



*Project Justification:* Deschutes County TSP 2020-2040: Project F-1 (High Priority)  
 Approved for funding under Federal Lands Access Program (FLAP)

*Road Name:* Three Creeks Road

*Functional Classification:* Rural Collector

*Average Daily Traffic (ADT):* 835 vehicles/day (2022)

**SCOPE OF WORK**

- Widening of existing roadway to a paved width of 28 feet to accommodate shoulder bikeways with 2-foot aggregate shoulders
- Performing asphalt concrete pavement preservation and localized asphalt pavement repair
- Installation of new Signage, Pavement Markings and Delineation
- Removal of roadside hazards and obstructions

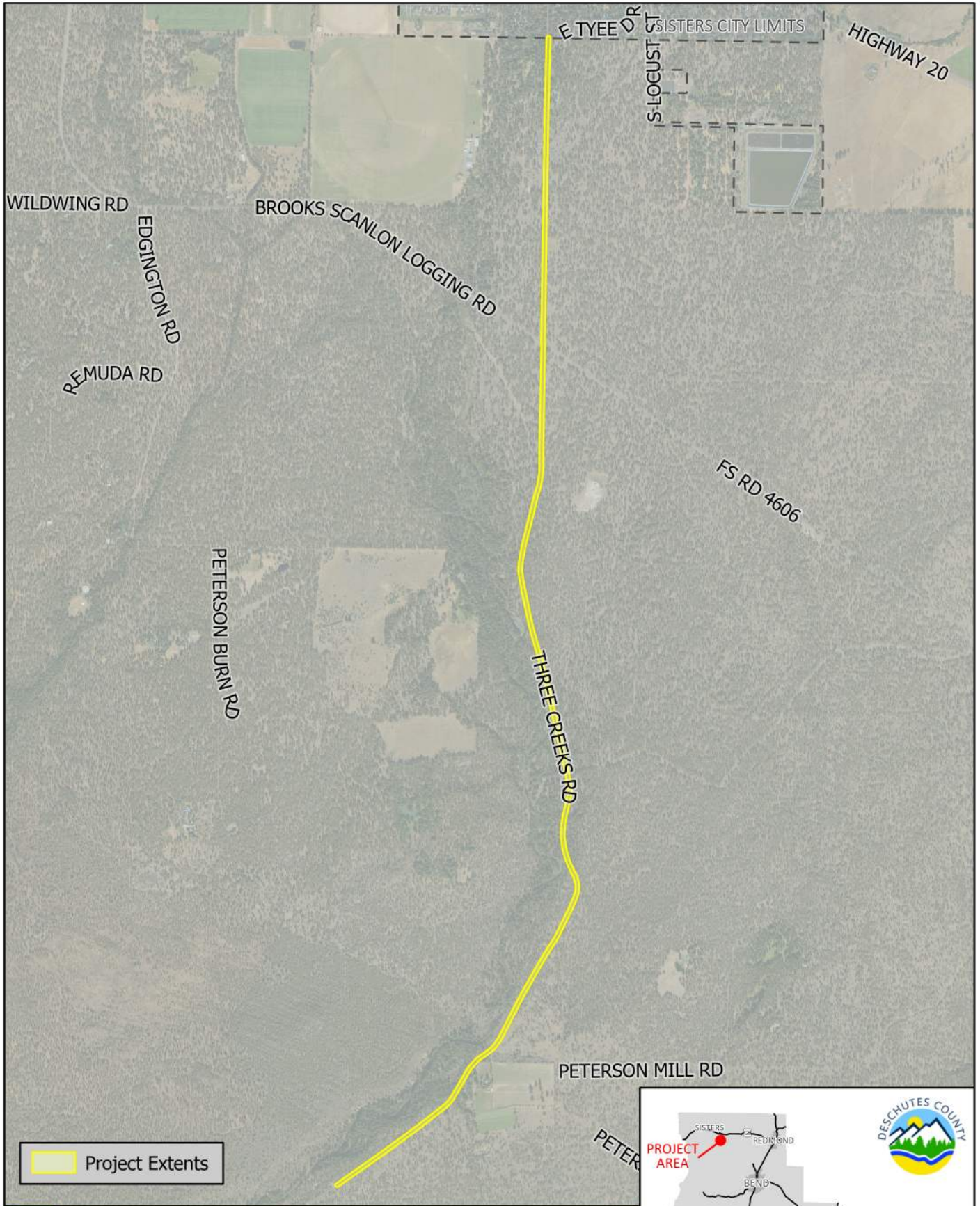
**FUNDING**

	FY 2027	FY 2028	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$40,300	-	\$40,300
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$293,400	\$293,400
<b>TOTAL</b>	<b>\$40,300</b>	<b>\$293,400</b>	<b>\$333,700</b>

\*Project is approved for up to \$3,081,869 in FHWA Federal Lands Access Program funding. Contributions by Deschutes County are shown.

**SCHEDULE**

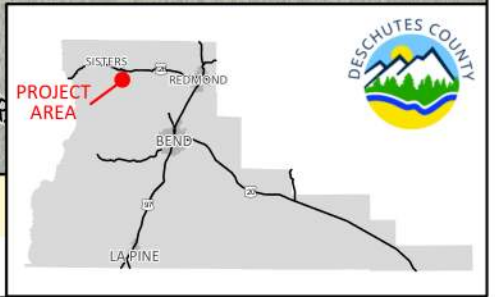
	FY 2027				FY 2028			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



**2028**

**TRANSPORTATION SYSTEM PROJECT**

THREE CREEKS RD: SISTERS CITY LIMITS TO FS BOUNDARY (FLAP)



**Johnson Road / Tyler Road Intersection Improvement**

Johnson Road is a rural collector roadway connecting communities near Tumalo to the west Bend and Shevlin Park area. Tyler Road is a rural local roadway which provides access to communities south of Tumalo Reservoir. Johnson Road is frequently used by heavy trucks given the proximity to nearby rock sources. Both roadways also experience significant commuter and recreational traffic, and are both part of the Twin Bridges Scenic Bikeway.



The intersection geometry is not conducive to traffic safety and is not adequate to serve the frequent permit truck loads using this corridor.

<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project CI-15 (Medium Priority)	
<i>Road Name:</i>	Johnson Road	Vandevent Road
<i>Functional Classification:</i>	Rural Collector	Rural Collector
<i>Average Daily Traffic (ADT):</i>	2,283 vehicles/day (2022) Approx. 14% heavy trucks	Not Available

**SCOPE OF WORK**

- Improve intersection and roadway geometry to support improved vehicular safety
- Perform bicycle infrastructure improvements to improve cyclist visibility and safety
- Installing new signage, pavement markings and delineation

**FUNDING**

	FY 2027	FY 2028	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$90,000	-	\$90,000
RIGHT OF WAY	\$54,000	-	\$54,000
CONSTRUCTION	-	\$480,000	\$480,000
<b>TOTAL</b>	<b>\$144,000</b>	<b>\$480,000</b>	<b>\$624,000</b>

**SCHEDULE**

	FY 2027				FY 2028			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								

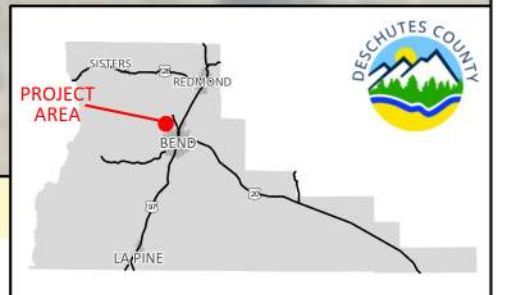




2028

### TRANSPORTATION SYSTEM PROJECT

JOHNSON RD/ TYLER RD INTERSECTION IMPROVEMENT



**S Century Drive / Vandever Road Roundabout**

S Century Drive is a rural arterial roadway connecting the community of Sunriver with outlying rural communities and the Deschutes National Forest. Vandever Road is an east-west rural collector linking S Century Drive to US 97. The intersection of S Century Drive with Vandever Road is a three-way intersection with stop control on the easterly leg.



The approach geometry at the intersection leads to poor user expectancy of a stop-control condition. There is a history of crashes at the intersection related to poor sight distance and vehicles failing to stop. Safety improvements are warranted to mitigate future crashes.

<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project CI-8 (Medium Priority)	
<i>Road Name:</i>	S Century Drive	Vandever Road
<i>Functional Classification:</i>	Rural Arterial	Rural Collector
<i>Average Daily Traffic (ADT):</i>	7,687 vehicles/day (2023)	3,859 vehicles/day (2022)

**SCOPE OF WORK**

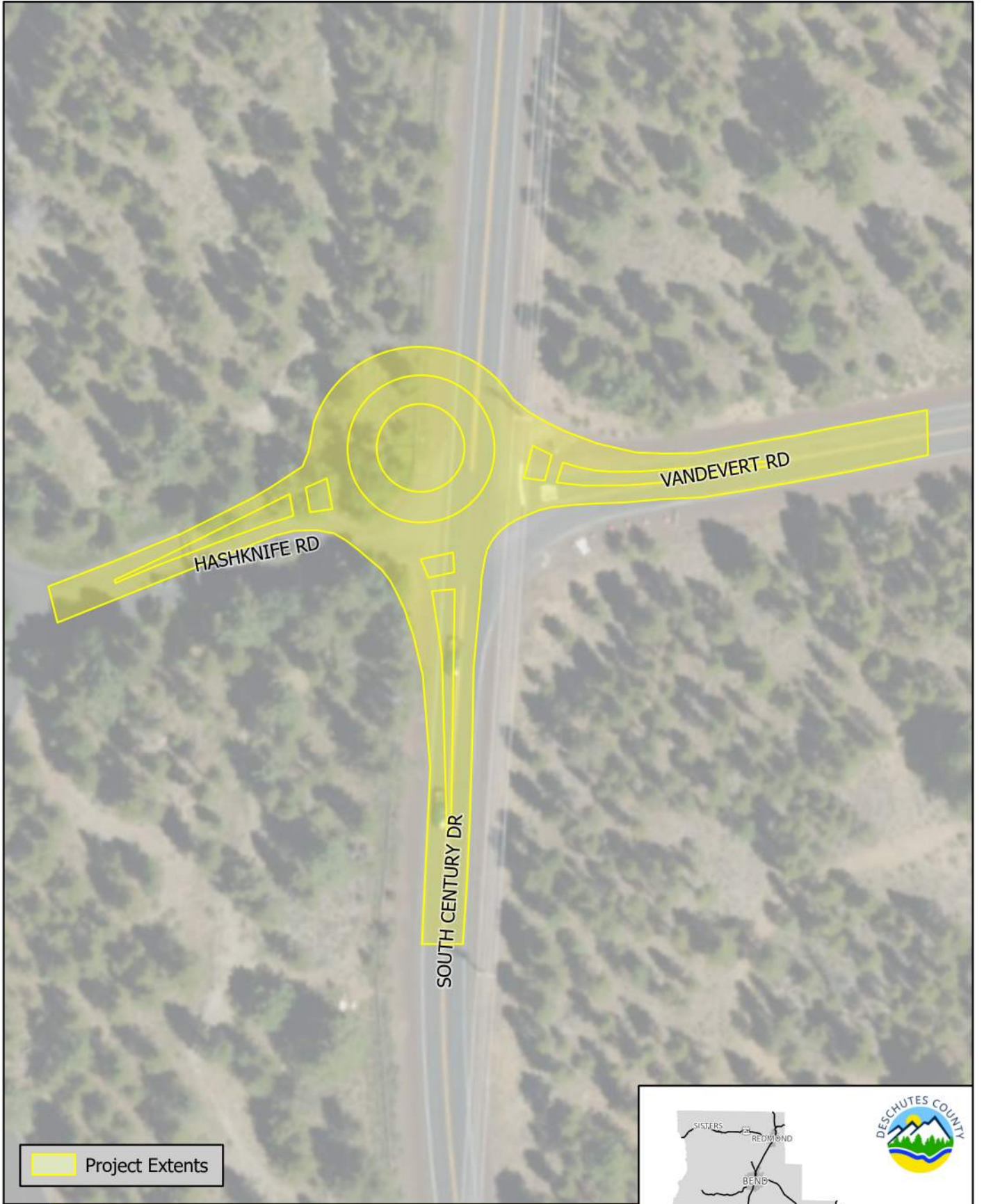
- Constructing a single-lane roundabout
- Installing illumination
- Installing new signage, pavement markings and delineation


**FUNDING**

	FY 2027	FY 2028	FY 2029	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$200,000	\$215,000	-	\$415,000
RIGHT OF WAY	-	\$35,000	-	\$35,000
CONSTRUCTION	-	-	\$1,792,000	\$1,792,000
<b>TOTAL</b>	<b>\$200,000</b>	<b>\$250,000</b>	<b>\$1,792,000</b>	<b>\$2,242,000</b>

**SCHEDULE**

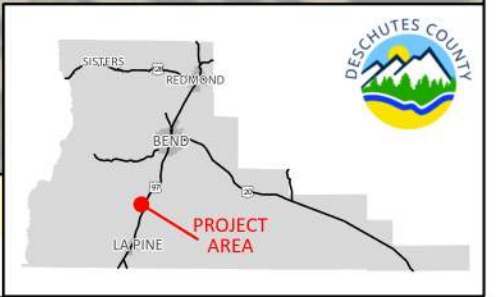
	FY 2027				FY 2028				FY 2029			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



 Project Extents

**2029**

**TRANSPORTATION SYSTEM PROJECT**  
S. CENTURY DR / VANDERVERT RD ROUNDABOUT



**N Canal Boulevard: O’Neil Hwy to Redmond City Limits**

N Canal Boulevard is a rural collector roadway that carries traffic between O’Neil Hwy (OR 370) and the northerly Redmond city limit. This roadway is frequently used by commuter and freight traffic bound for the City of Redmond or Prineville.



The roadway lacks appropriate cross-sectional width and safety features to accommodate the current level of traffic. The existing pavement exhibits significant distress and is in need of rehabilitation. There are also several fixed object hazards along the roadway corridor.

*Project Justification:* Deschutes County TSP 2020-2040: Project CC-7 (Medium Priority)  
Pavement Condition Index (PCI) Rating – 49 out of 100

*Road Name:* N Canal Boulevard

*Functional Classification:* Rural Collector

*Average Daily Traffic (ADT):* 3,224 vehicles/day (2022)

**SCOPE OF WORK**

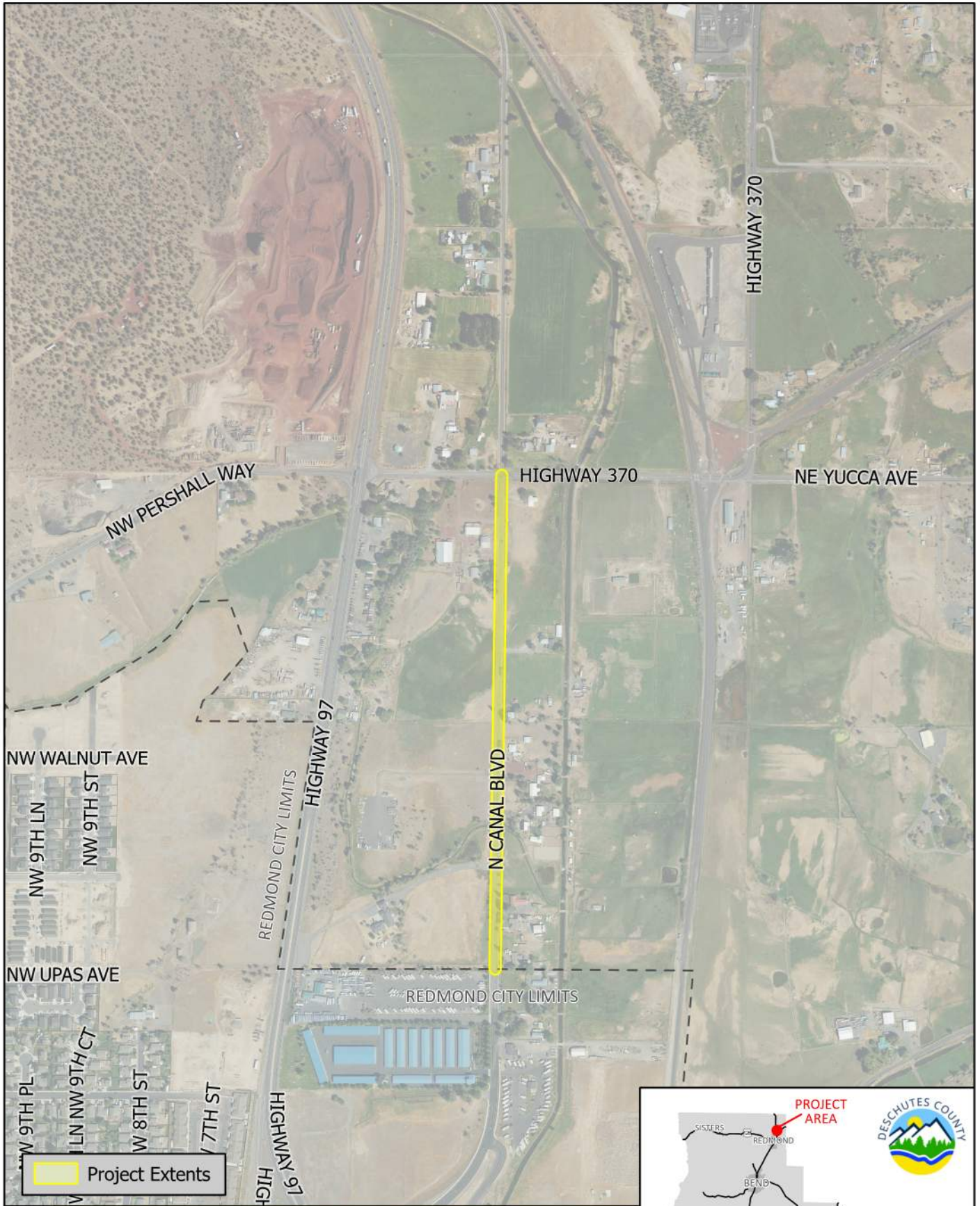
- Widening of existing roadway to a paved width of 32 feet to accommodate shoulder bikeways with 2-foot aggregate shoulders
- Performing asphalt concrete pavement preservation and localized asphalt pavement repair
- Installation of new Signage, Pavement Markings and Delineation
- Removal of roadside hazards and obstructions

**FUNDING**

	FY 2028	FY 2029	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$50,000	\$35,000	\$85,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$680,000	\$680,000
<b>TOTAL</b>	<b>\$50,000</b>	<b>\$715,000</b>	<b>\$765,000</b>

**SCHEDULE**

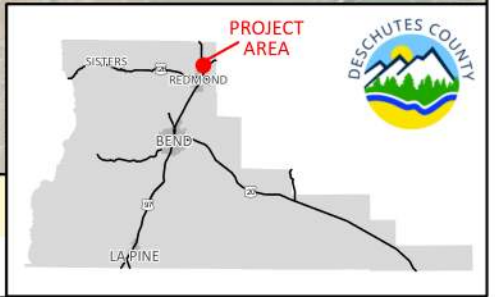
	FY 2028				FY 2029			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



**2029**

**TRANSPORTATION SYSTEM PROJECT**

N. CANAL BLVD: ONEIL HWY TO REDMOND CITY LIMITS



**Sunrise Boulevard Improvement**

Sunrise Boulevard is a rural roadway northwest of the City of La Pine which provides access to several hundred rural residences in the area. The northeastern portion of the roadway is presently surfaced with asphaltic concrete, whereas the approximately 1.5-mile southern southerly segment is unsurfaced. The functional classification of the roadway was upgraded to Rural Collector in the 2020-2040 Deschutes County Transportation System Plan (TSP). Improvement of the Sunrise Boulevard corridor to County collector road standards is warranted to accommodate higher traffic levels and ensure road user safety.



*Project Justification:* Deschutes County TSP 2020-2040: Project CC-6 (Medium Priority)  
Designated as Rural Collector roadway in 2020-2040 TSP

*Road Name:* Sunrise Boulevard

*Functional Classification:* Rural Collector

*Average Daily Traffic (ADT):* 1,133 vehicles/day (2022)

**SCOPE OF WORK**

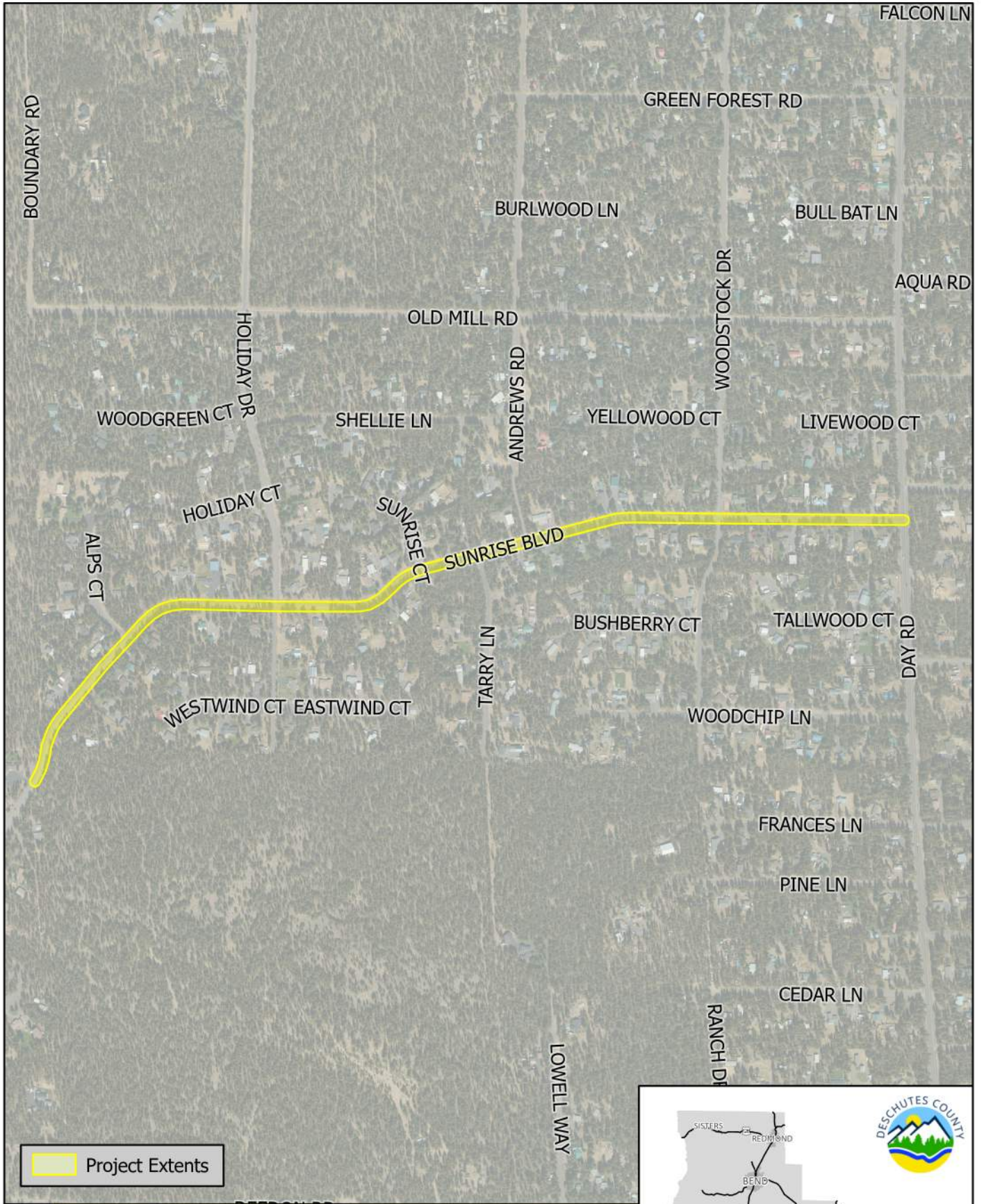
- Widening of existing roadway to a paved width of 28 feet with 2-foot aggregate shoulders
- Constructing new asphalt concrete pavement
- Installation of new Signage, Pavement Markings and Delineation
- Removal of roadside hazards and obstructions

**FUNDING**

	<i>FY 2028</i>	<i>FY 2029</i>	<i>TOTAL</i>
<b>FUNDING SOURCE</b>	<b>DESCHUTES CO.</b>	<b>DESCHUTES CO.</b>	<b>DESCHUTES CO.</b>
PRELIM. ENGINEERING	\$100,000	\$69,000	\$169,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$1,081,000	\$1,081,000
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$1,150,000</b>	<b>\$1,250,000</b>

**SCHEDULE**

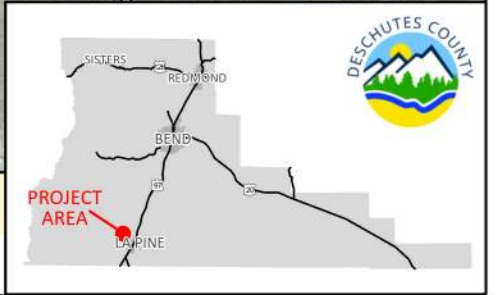
	<i>FY 2028</i>				<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



 Project Extents

**2029**

**TRANSPORTATION SYSTEM PROJECT**  
SUNRISE BLVD



**SW Helmholtz Way: OR126 to Antler Avenue Improvement**

SW Helmholtz Way is a rural arterial roadway connecting communities near southeast Redmond to OR126. The roadway intersects multiple City of Redmond streets and residential development has increased in the surrounding area. The roadway is surfaced with asphaltic concrete and has a paved width of 28 feet. The Pavement Condition Index (PCI) ranges from 83 to 87.



The SW Helmholtz Way corridor presently does not meet County standards for an arterial roadway. Bicycle improvements are also warranted given the urbanization of the surrounding area.

*Project Justification:* Deschutes County TSP 2020-2040: Project CC-12 (Medium Priority) Pavement Condition Index (PCI) Rating – 83 to 87 out of 100

*Road Name:* SW Helmholtz Way

*Functional Classification:* Rural Arterial

*Average Daily Traffic (ADT):* 4,222 vehicles/day (2023)

**SCOPE OF WORK**

- Widening of existing roadway to a paved width of 32 feet with 2-foot aggregate shoulders
- Rehabilitation of existing pavement via overlay/inlay
- Installation of new Signage, Pavement Markings and Delineation
- Removal of roadside hazards and obstructions

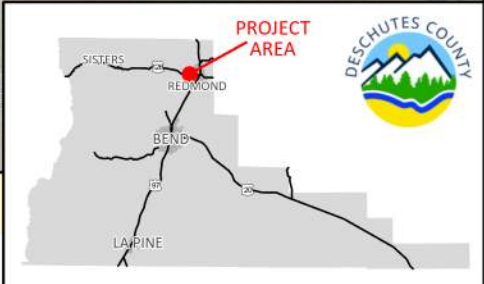
**FUNDING**

	<i>FY 2028</i>	<i>FY 2029</i>	<i>TOTAL</i>
<b>FUNDING SOURCE</b>	<b>DESCHUTES CO.</b>	<b>DESCHUTES CO.</b>	<b>DESCHUTES CO.</b>
PRELIM. ENGINEERING	\$100,000	\$30,000	\$130,000
RIGHT OF WAY	\$30,000	-	\$30,000
CONSTRUCTION	-	\$752,000	\$752,000
<b>TOTAL</b>	<b>\$130,000</b>	<b>\$782,000</b>	<b>\$912,000</b>

**SCHEDULE**

	<i>FY 2028</i>				<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								





**2029**

**TRANSPORTATION SYSTEM PROJECT**

SW HELMHOLTZ WAY: OR 126 TO ANTLER AVE

**Cline Falls Hwy / Cook Avenue / Tumalo Road Intersection Improvement**

Cline Falls Hwy is a rural arterial connecting the community of Tumalo to public lands and resort communities west of the Deschutes River. Cook Avenue is an urban arterial roadway and is the primary roadway in the Tumalo community. Tumalo Road is an east-west collector roadway connecting Tumalo to rural communities and US97.



The three-leg intersection is presently stop-controlled on the easterly approach and lacks appropriate geometry to support the traffic levels observed at this critical juncture. There is also a history of injury crashes at the intersection, warranting safety improvements.

<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project CI-16 (Medium Priority)		
<i>Road Name:</i>	Cline Falls Hwy	Cook Avenue	Tumalo Road
<i>Functional Classification:</i>	Rural Arterial	Urban Arterial	Rural Collector
<i>Average Daily Traffic (ADT):</i>	4,046 vehicles/day (2022)	6,697 vehicles/day (2022)	3,753 vehicles/day (2022)

**SCOPE OF WORK**

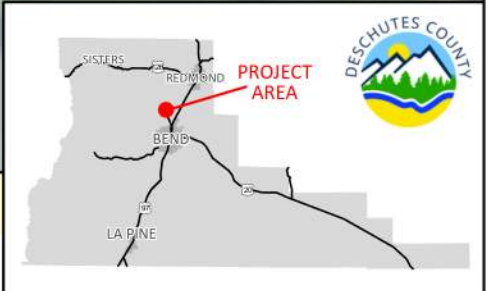
- Constructing a single-lane roundabout
- Bicycle and pedestrian safety improvements
- Installing illumination
- Installing new signage, pavement markings and other miscellaneous improvements

**FUNDING**

	<i>FY 2028</i>	<i>FY 2029</i>	<i>TOTAL</i>
<b>FUNDING SOURCE</b>	<b>DESCHUTES CO.</b>	<b>DESCHUTES CO.</b>	<b>DESCHUTES CO.</b>
PRELIM. ENGINEERING	\$250,000	\$100,000	\$350,000
RIGHT OF WAY	-	\$60,000	\$60,000
CONSTRUCTION	-	\$800,000	\$800,000
<b>TOTAL</b>	<b>\$250,000</b>	<b>\$960,000</b>	<b>\$1,210,000</b>

**SCHEDULE**

	<i>FY 2028</i>				<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



**2029**

**TRANSPORTATION SYSTEM PROJECT**

CLINE FALLS HWY/ COOK AVE/ TUMALO RD INTERSECTION IMPROVEMENT

## NW 43<sup>rd</sup> Street / NW Chinook Drive / NW Povey Ave Intersection Improvement

The intersection of NW 43<sup>rd</sup> Street with NW Chinook Drive and NW Povey Avenue is a three-leg intersection which serves as the primary node for access to rural communities in the Crooked River Ranch area. NW 43<sup>rd</sup> Street, which serves as the north-south leg, was recently upgraded from a collector to an arterial roadway in the 2020-2040 Deschutes County TSP due to increased traffic on this roadway.



Increased traffic at this juncture warrants safety improvements at an interseciton which is functionally obsolete in its current configuration.

<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project CI-9 (Medium Priority)		
<i>Road Name:</i>	NW 43 <sup>rd</sup> Street	NW Chinook Drive	NW Povey Avenue
<i>Functional Classification:</i>	Rural Arterial	Rural Collector	Rural Local
<i>Average Daily Traffic (ADT):</i>	6,842 vehicles/day (2022)	6,703 vehicles/day (2022)	Not Available

### SCOPE OF WORK

- Intersection geometry changes to improve safety and traffic flow characteristics
- Bicycle and pedestrian safety improvements
- Installing new signage, pavement markings and other miscellaneous improvements

### FUNDING

	FY 2028	FY 2029	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$150,000	\$80,000	\$230,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$600,000	\$600,000
<b>TOTAL</b>	<b>\$150,000</b>	<b>\$680,000</b>	<b>\$830,000</b>

### SCHEDULE

	FY 2028				FY 2029			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								

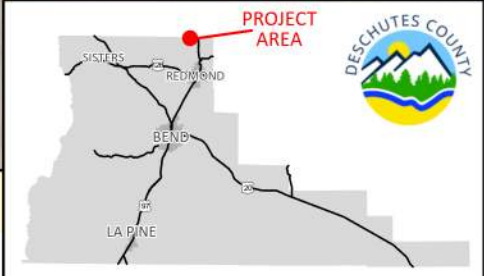


NW CHINOOK DR

NW POVEY AVE

NW 43RD ST

Project Extents



2029

**TRANSPORTATION SYSTEM PROJECT**  
NW 43RD ST/ NW CHINOOK DR/ NW POVEY AVE INTERSECTION IMPROVEMENT

**NW Lower Bridge Way: NW 43rd Street to NW Teater Avenue**

NW Lower Bridge Way is an east-west rural collector connecting the area west of Terrebonne to US 97. It is a primary route for both recreational and residential traffic, and is part of the Sisters to Smith Rock Scenic Bikeway.



The section of NW Lower Bridge Way from NW 43rd Street to Teater Avenue has a paved roadway width of 24 feet and a pavement condition index (PCI) ranging from 74 to 77 out of 100. The roadway currently lacks dedicated bicycle facilities and does not meet current collector roadway standards.

*Project Justification:* Deschutes County TSP 2020-2040: Project CC-4 (Medium Priority)  
 County Bikeway: Sisters to Smith Rock Scenic Bikeway

*Road Name:* NW Lower Bridge Way

*Functional Classification:* Rural Collector

*Average Daily Traffic (ADT):* 1,129 vehicles/day (2022)

**SCOPE OF WORK**

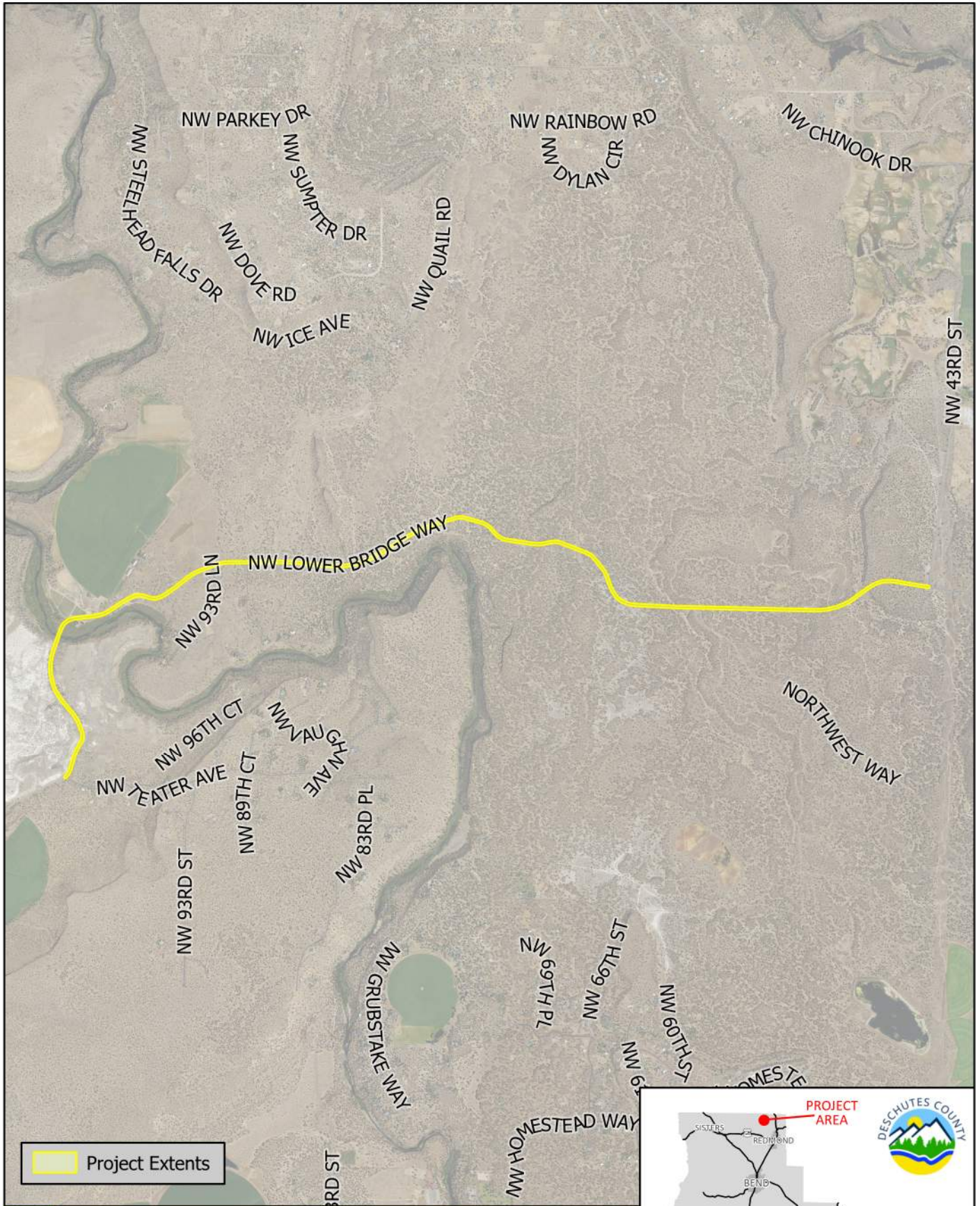
- Widening of NW Lower Bridge Way to accommodate paved bikeways
- Paving of NW Lower Bridge Way between NW 43<sup>rd</sup> Street and Teater Avenue
- Safety improvements – Signing, Guardrail, Striping and Delineation
- Removal of roadside hazards

**FUNDING**

	<i>FY 2029</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$300,000	\$300,000
RIGHT OF WAY	-	-
CONSTRUCTION	-	-
<b>TOTAL</b>	<b>\$300,000</b>	<b>\$300,000</b>

**SCHEDULE**

	<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				

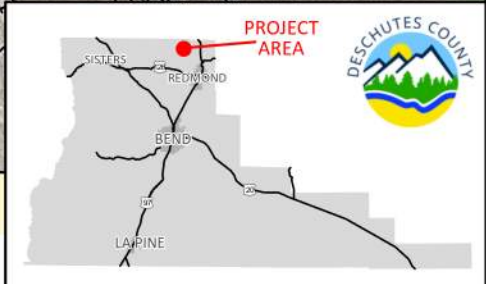


 Project Extents

2030

**TRANSPORTATION SYSTEM PROJECT**

NW LOWER BRIDGE WAY: NW 43RD ST TO TEATER AVE



## Deschutes Market Road / Graystone Lane Intersection Improvement

Deschutes Market Road is an arterial roadway connecting communities east of Bend to US 97 and Tumalo. Graystone Lane is an arterial roadway which provides access to northbound US 97 and rural properties east of US 97. The Deschutes Market Road/Graystone Lane intersection is a critical node for passenger vehicle and freight traffic, and currently lacks functional characteristics and safety features that are necessary to accommodate the high traffic volumes exhibited at the intersection. The intersection also has a history of non-fatal crashes.



<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project CI-11 (Medium Priority)	
<i>Road Name:</i>	Deschutes Market Road	Graystone Lane
<i>Functional Classification:</i>	Rural Arterial	Rural Arterial
<i>Average Daily Traffic (ADT):</i>	9,571 vehicles/day (2022)	3,859 vehicles/day (2022)

**SCOPE OF WORK**

- Installing a new traffic signal
- Constructing protected turn lanes to accommodate predominant traffic movements
- Constructing new asphalt concrete pavement
- Installing new Signage, Delineation and Pavement Markings
- Installing new guardrail

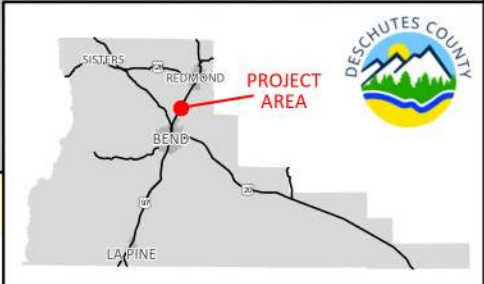
**FUNDING**

	<i>FY 2029</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$200,000	\$200,000
RIGHT OF WAY	-	-
CONSTRUCTION	-	-
<b>TOTAL</b>	<b>\$200,000</b>	<b>\$200,000</b>

**SCHEDULE**

	<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				





**2030**

**TRANSPORTATION SYSTEM PROJECT**

DESCHUTES MARKET RD/GREYSTONE LANE INTERSECTION IMPROVEMENT

**Graystone Lane / Deschutes Pleasant Ridge Road Intersection Improvement**

Graystone Lane is a collector roadway which provides access to northbound US 97 from Deschutes Market Road. Deschutes Pleasant Ridge Road connects rural properties east of US 97 to highway access points and Deschutes Market Road.



The Graystone Lane/Deschutes Pleasant Ridge intersection presently does not adequately accommodate predominant traffic movements and lacks appropriate sight distance.

<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project CI-10 (Medium Priority)	
<i>Road Name:</i>	Graystone Lane	Deschutes Pleasant Ridge Road
<i>Functional Classification:</i>	Rural Arterial	Rural Local
<i>Average Daily Traffic (ADT):</i>	3,859 vehicles/day (2022)	Not Available

**SCOPE OF WORK**

- Implementing all-way stop control at the intersection
- Installing a protected left turn lane
- Installing new Signage, Delineation and Pavement Markings
- Removing roadside obstructions to improve sight distance

**FUNDING**

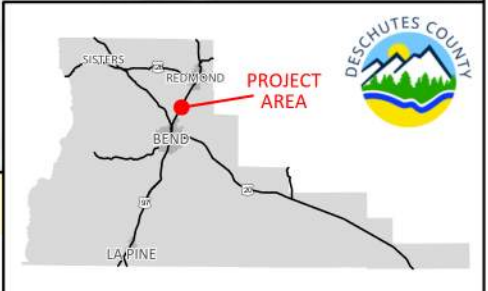
	FY 2029	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$200,000	\$200,000
RIGHT OF WAY	-	-
CONSTRUCTION	-	-
<b>TOTAL</b>	<b>\$200,000</b>	<b>\$200,000</b>

**SCHEDULE**

	FY 2029			
	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



 Project Extents



2030

**TRANSPORTATION SYSTEM PROJECT**  
GREYSTONE LANE/PLEASANT RIDGE INTERSECTION IMPROVEMENT

**Tumalo Sidewalk Improvements**

The unincorporated community of Tumalo is located northwest of Bend. Several roadway segments have been identified which are in need of capacity and compliance upgrades to meet the growing needs of the community.

In accordance with the Department’s ADA Transition Plan, sidewalk improvements and pedestrian ramp upgrades are warranted to improve pedestrian mobility and connectivity, and to meet applicable accessibility requirements.



*Project Justification:* Deschutes County TSP 2020-2040: Projects BP-1, BP-2, BP-3 (High Priority)

**SCOPE OF WORK**

- Constructing new 5-foot-wide sidewalks along both sides of select roadways
- Installing ADA-compliant pedestrian ramps
- Installing new signs

**FUNDING**

	<i>FY 2029</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$80,000	\$80,000
RIGHT OF WAY	-	-
CONSTRUCTION	-	-
<b>TOTAL</b>	<b>\$80,000</b>	<b>\$80,000</b>

**SCHEDULE**

	<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				

**Rickard Road: Knott Road to Bozeman Trail Improvement**

Rickard Road is a rural collector roadway located southeast of Bend. The roadway provides access to rural communities in the area, as well as public land recreation sites east of Bend. The roadway is also a popular cycling corridor. The easterly portion of Rickard Road from Bozeman Trail to US20 was improved in 2021.



Rickard Road between Knott Road and Bozeman Trail does not meet collector roadway standards and lacks appropriate roadway width to accommodate bicycle facilities. Roadside safety hazards also exist along the roadway corridor.

*Project Justification:* Deschutes County TSP 2020-2040: Project CC-5 (Medium Priority)  
*Road Name:* Rickard Road  
*Functional Classification:* Rural Collector  
*Average Daily Traffic (ADT):* 3,431 vehicles/day (2023)

**SCOPE OF WORK**

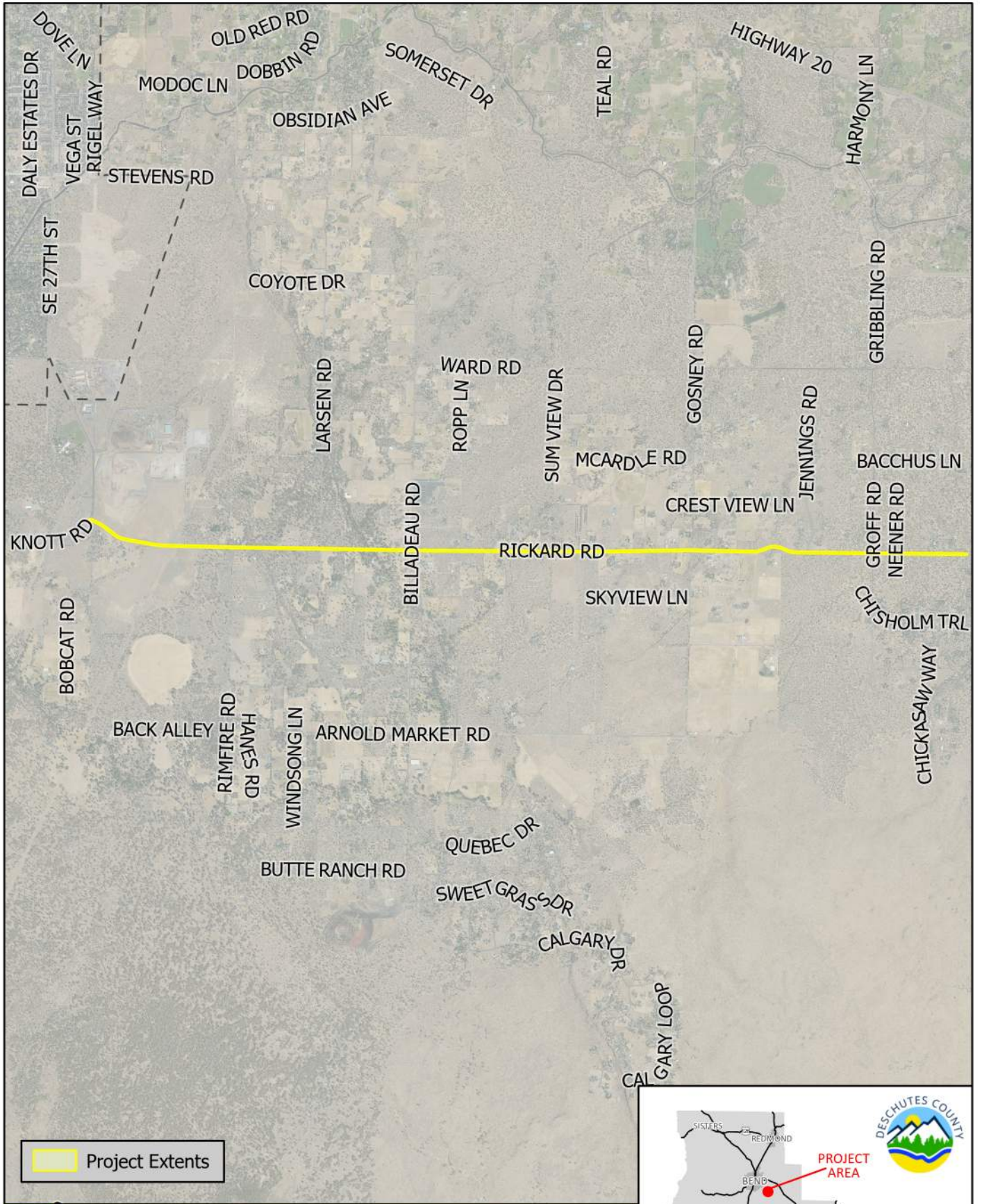
- Widening of Rickard Road to accommodate paved bikeways
- Paving of Rickard Road between Knott Road and Boseman Trail
- Safety improvements – Signing, Guardrail, Striping and Delineation
- Removal of roadside hazards

**FUNDING**

	<i>FY 2029</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$200,000	\$200,000
RIGHT OF WAY	-	-
CONSTRUCTION	-	-
<b>TOTAL</b>	<b>\$200,000</b>	<b>\$200,000</b>

**SCHEDULE**

	<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				

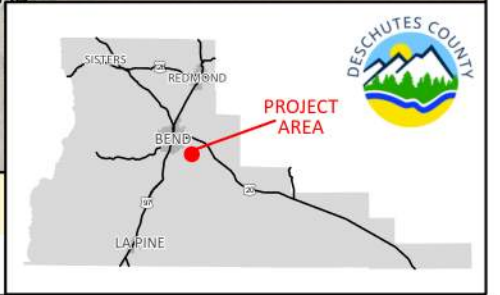


 Project Extents

2030

**TRANSPORTATION SYSTEM PROJECT**

RICKARD RD: KNOTT RD TO BOZEMAN TRAIL IMPROVEMENT



**Paving of Old Bend-Redmond Hwy / S Canal Boulevard:  
Tumalo Road to Helmholtz Way**

Old Bend-Redmond Hwy is a north-south arterial roadway which links communities in the Tumalo and South Redmond areas to US 20 and North Bend. S Canal Boulevard is also a north-south arterial contiguous with Old Bend-Redmond Hwy which provides access for communities south of Redmond to Tumalo. Both roadways exhibit pavement deterioration which warrants rehabilitation. Safety improvements are also warranted to improve nighttime visibility along the corridor.



<i>Project Justification:</i>	Pavement Condition Index (PCI) Rating – 83 out of 100	
<i>Road Name:</i>	Old Bend-Redmond Hwy	S Canal Boulevard
<i>Functional Classification:</i>	Rural Arterial	Rural Arterial
<i>Average Daily Traffic (ADT):</i>	4,784 vehicles/day (2023)	4,374 vehicles/day (2023)

**SCOPE OF WORK**

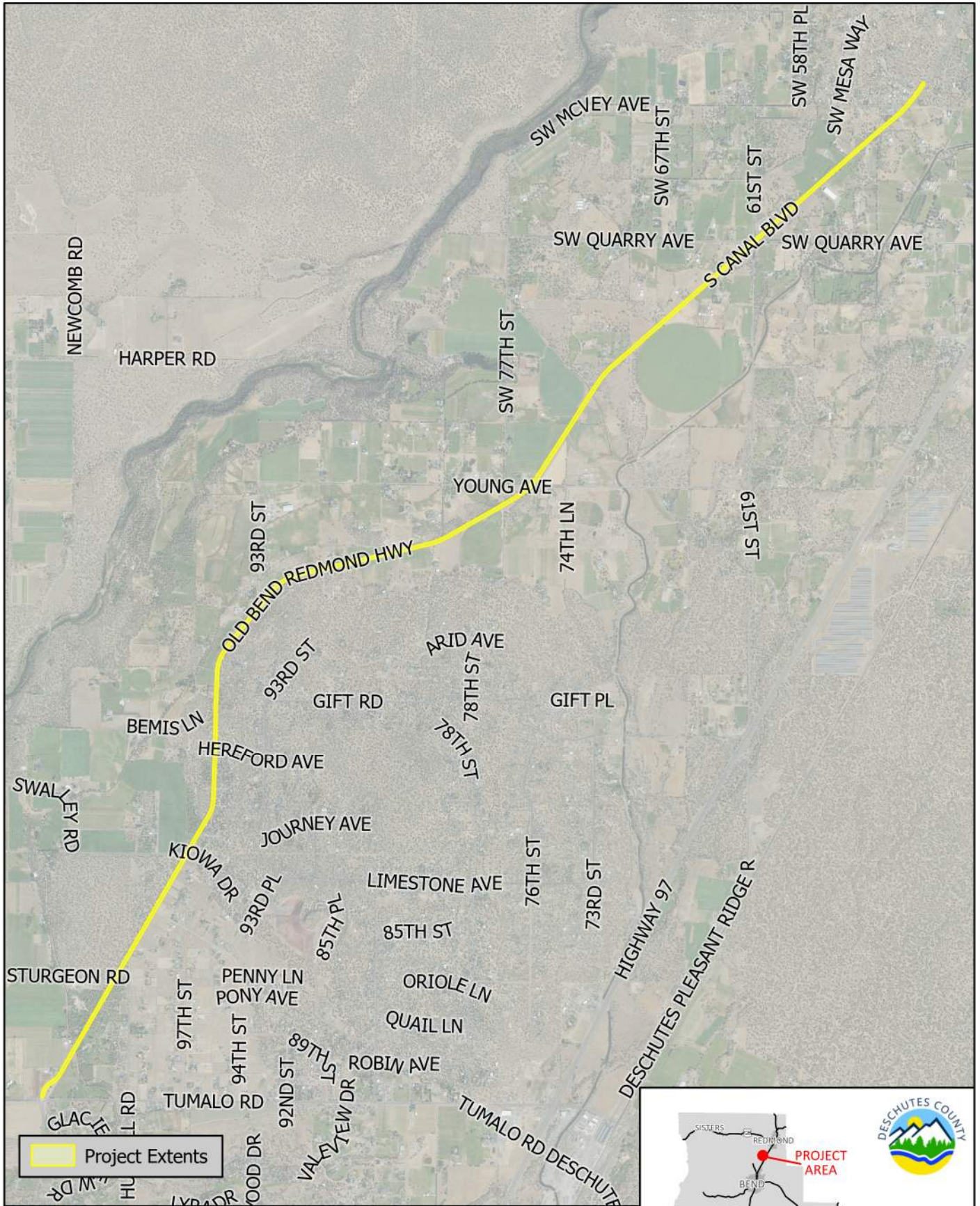
- Asphalt pavement rehabilitation via overlay/inlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation


**FUNDING**

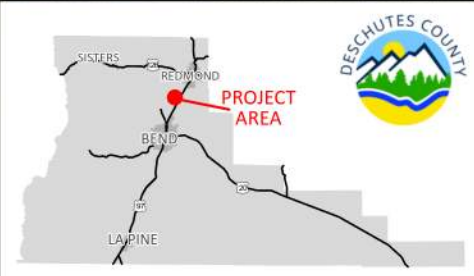
	FY 2024	FY 2025	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$880,000	\$2,520,000	\$3,400,000
<b>TOTAL</b>	<b>\$880,000</b>	<b>\$2,520,000</b>	<b>\$3,400,000</b>

**SCHEDULE**

	FY 2024				FY 2025			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



 Project Extents



**2024**

**PAVEMENT PRESERVATION PROJECT**

OLD BEND REDMOND HWY/S. CANAL BLVD: TUMALO RD TO HELMHOLTZ WAY



**Paving of Deschutes Market Road / Tumalo Road: 19th Street to Tumalo Place**

Tumalo Road is an east-west rural collector and Deschutes Market Road is a north-south rural arterial. Both roadways provide access to US 97 north of Bend. This corridor has seen a significant increase in traffic due to Deschutes Market Road being frequently used as a bypass to communities east of Bend. Four County-maintained bridges also exist along the project segment, which are exhibiting isolated approach settlement warranting full-depth repair.



<i>Project Justification:</i>	Pavement Condition Index (PCI) Rating – 82 out of 100	
<i>Road Name:</i>	Deschutes Market Road	Tumalo Road
<i>Functional Classification:</i>	Rural Arterial	Rural Collector
<i>Average Daily Traffic (ADT):</i>	9,571 vehicles/day (2022)	4,784 vehicles/day (2023)

**SCOPE OF WORK**

- Asphalt pavement rehabilitation via inlay/overlay
- Bridge approach full-depth repair
- Guardrail improvements
- Minor improvements – Striping and Delineation

**FUNDING**

	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$520,000	\$520,000
<b>TOTAL</b>	<b>\$520,000</b>	<b>\$520,000</b>

**SCHEDULE**

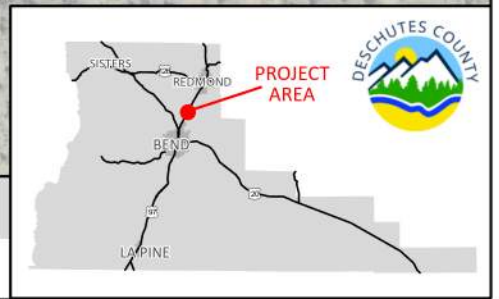
	<i>FY 2025</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2025

**PAVEMENT PRESERVATION PROJECT**

DESCHUTES MKT RD / TUMALO RD: 19TH ST TO TUMALO PL



**Paving of Horse Butte Road**

Horse Butte Road is a north-south rural local roadway located southeast of Bend. It serves as the primary access for residents of the Sundance East subdivision, and also provides recreational access to the Deschutes National Forest. The roadway exhibits significant pavement deterioration and poor ride quality. The segment also has several roadside safety hazards which require removal.



*Project Justification:* Pavement Condition Index (PCI) Rating – 62 out of 100  
*Road Name:* Horse Butte Road  
*Functional Classification:* Rural Local  
*Average Daily Traffic (ADT):* 1,419 vehicles/day (2023)

**SCOPE OF WORK**

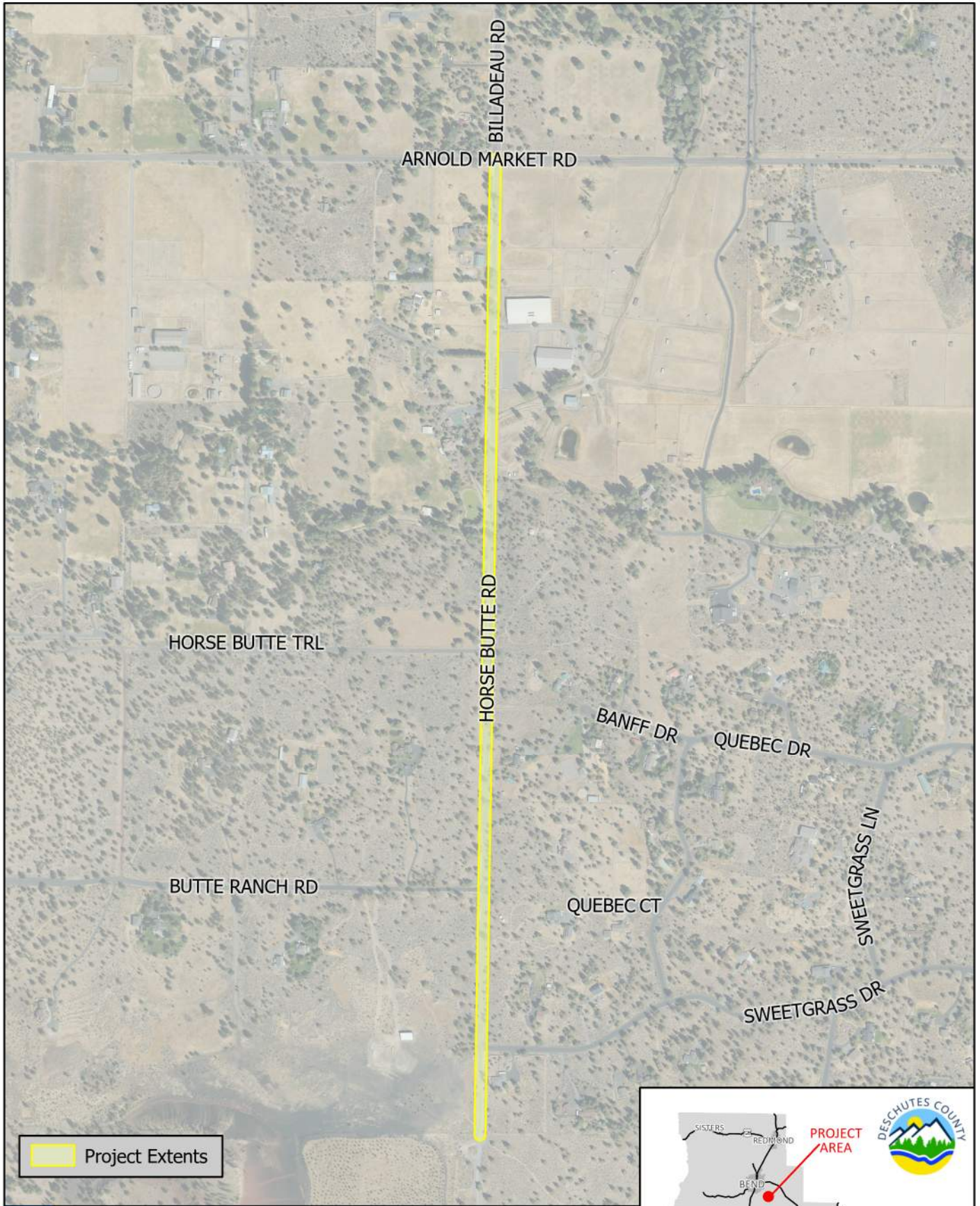
- Asphalt pavement rehabilitation via inlay/overlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation
- Removal of roadside hazards

**FUNDING**

	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$630,000	\$630,000
<b>TOTAL</b>	<b>\$630,000</b>	<b>\$630,000</b>

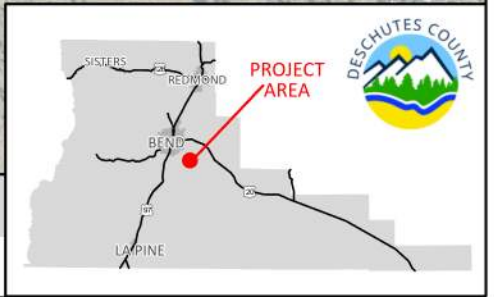
**SCHEDULE**

	<i>FY 2025</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2025

**PAVEMENT PRESERVATION PROJECT**  
HORSE BUTTE RD



### Paving of Powell Butte Highway: McGrath Road to US 20

Powell Butte Highway is a rural arterial roadway located east of Bend. The roadway connects communities east of Bend to US 20, Crook County and the Bend Municipal Airport. This segment is frequented by road users commuting from outlying rural communities to the City of Bend, and is also a popular freight route. The pavement is exhibiting load-related cracking and other pavement distress which warrants rehabilitation.



*Project Justification:* Pavement Condition Index (PCI) Rating – 74 out of 100  
*Road Name:* Powell Butte Highway  
*Functional Classification:* Rural Arterial  
*Average Daily Traffic (ADT):* 7,418 vehicles/day (2022)

**SCOPE OF WORK**

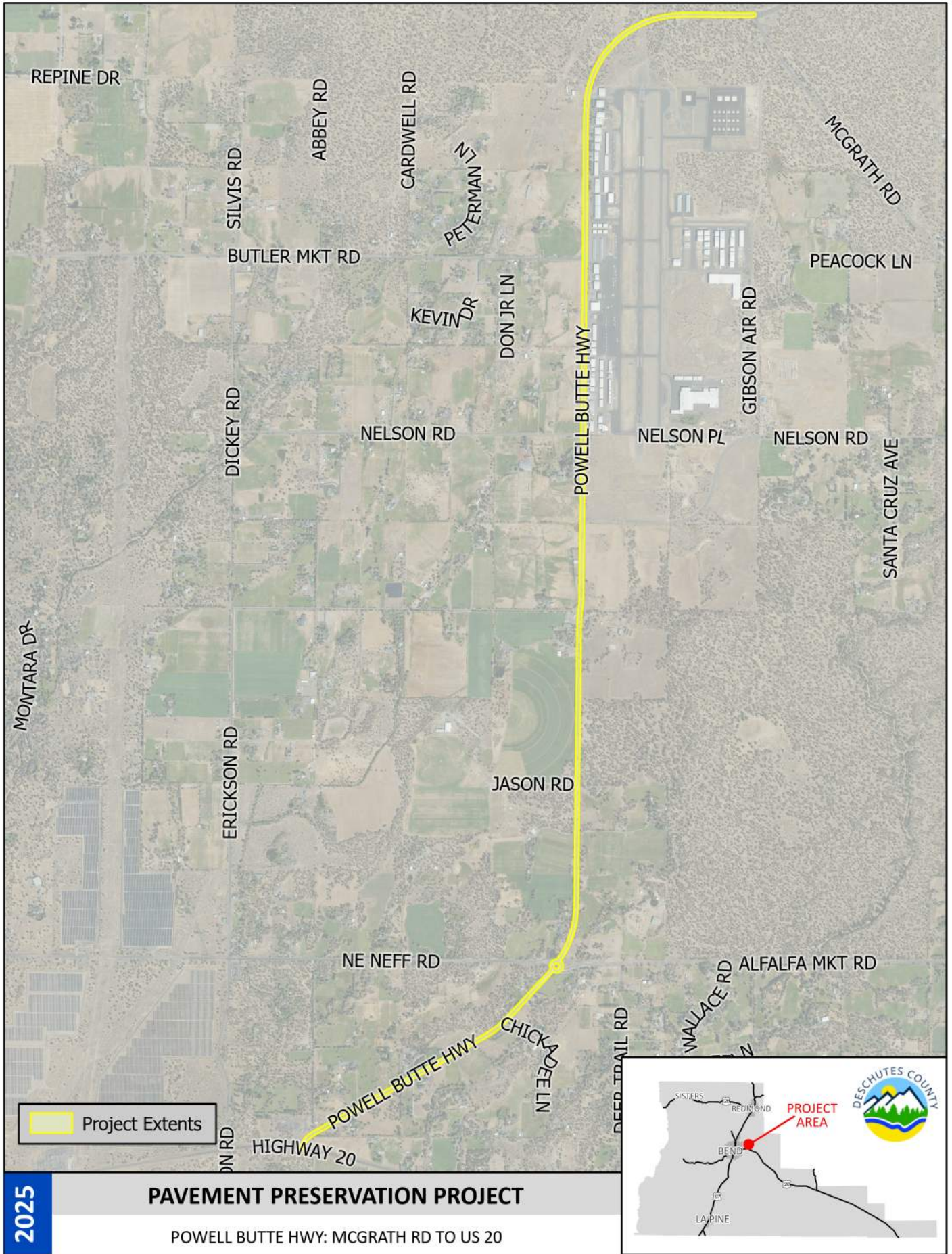
- Asphalt pavement rehabilitation via inlay/overlay
- Paving of roundabout and roundabout legs at NE Neff Road/Alfalfa Market Road
- Minor improvements – Striping and Delineation

**FUNDING**

	FY 2025	FY 2026	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$2,290,000	\$350,000	\$2,640,000
<b>TOTAL</b>	<b>\$2,290,000</b>	<b>\$350,000</b>	<b>\$2,640,000</b>

**SCHEDULE**

	FY 2025				FY 2026			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



**Paving of Skyline Ranch Road: Century Drive to City Limits**

Skyline Ranch Road is an urban collector roadway located west of Bend. The roadway primarily serves the resort community of Tetherow, and provides a link between Skyliners Road and Century Drive.



Skyline Ranch Road exhibits significant thermal cracking and load-related distress that warrants rehabilitation.

*Project Justification:* Pavement Condition Index (PCI) Rating – 74 out of 100  
*Road Name:* Skyline Ranch Road  
*Functional Classification:* Urban Collector  
*Average Daily Traffic (ADT):* 1,846 vehicles/day (2022)

**SCOPE OF WORK**

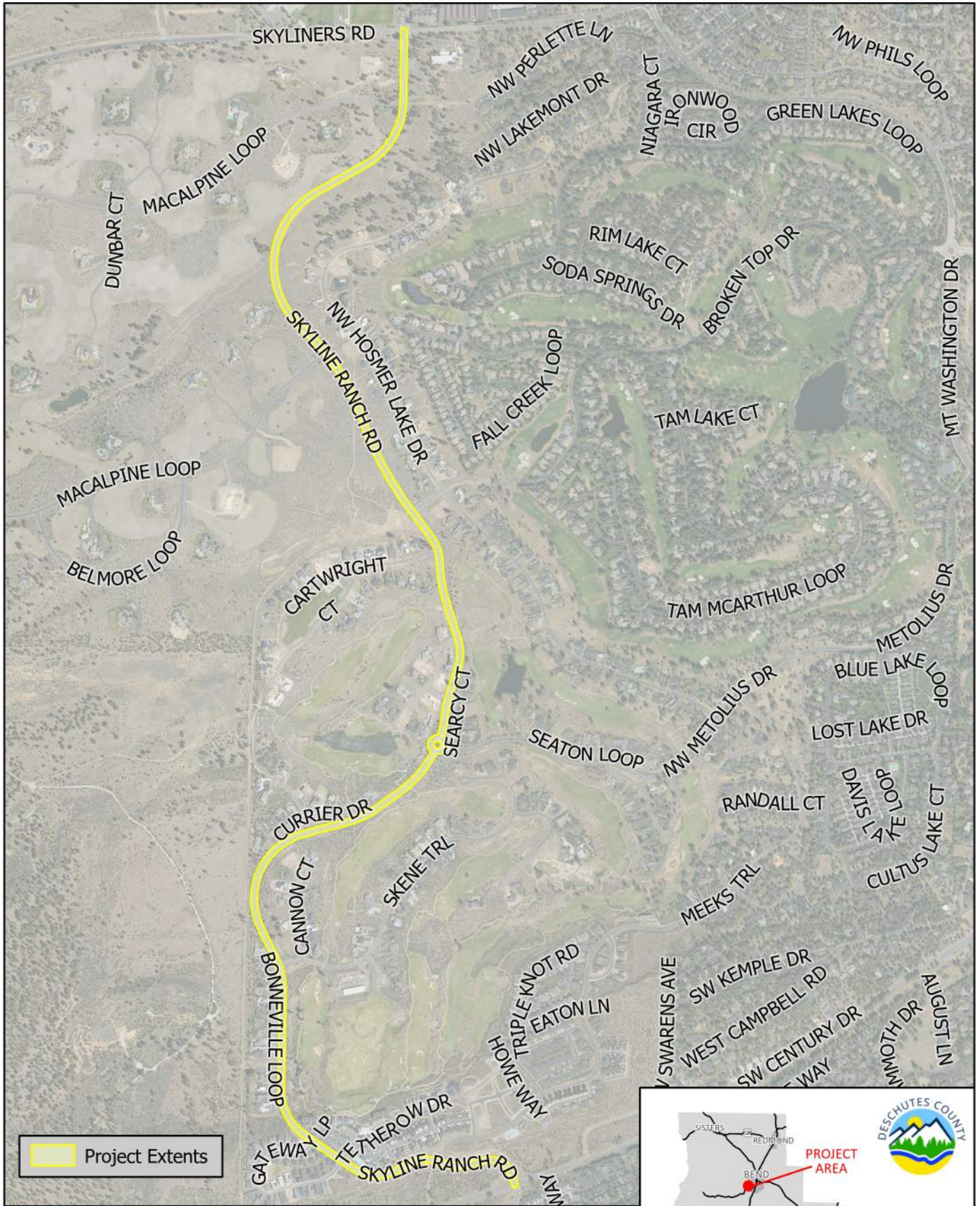
- Asphalt pavement rehabilitation via inlay
- Minor improvements – Striping and Delineation

**FUNDING**

	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$620,000	\$620,000
<b>TOTAL</b>	<b>\$620,000</b>	<b>\$620,000</b>

**SCHEDULE**

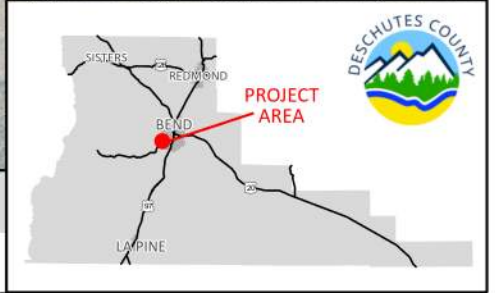
	<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



**2026**

**PAVEMENT PRESERVATION PROJECT**

SKYLINE RANCH RD: CENTURY DR TO CITY LIMITS





**Paving of Tumalo Road**

Tumalo Road is an east-west rural collector. The roadway connects the community of Tumalo to US 97. The route is frequently used by commuter and truck traffic. Increased traffic levels and pavement deterioration warrant asphalt pavement rehabilitation.



*Project Justification:* Pavement Condition Index (PCI) Rating – 81 out of 100  
*Road Name:* Tumalo Road  
*Functional Classification:* Rural Collector  
*Average Daily Traffic (ADT):* 3,658 vehicles/day (2023)

**SCOPE OF WORK**

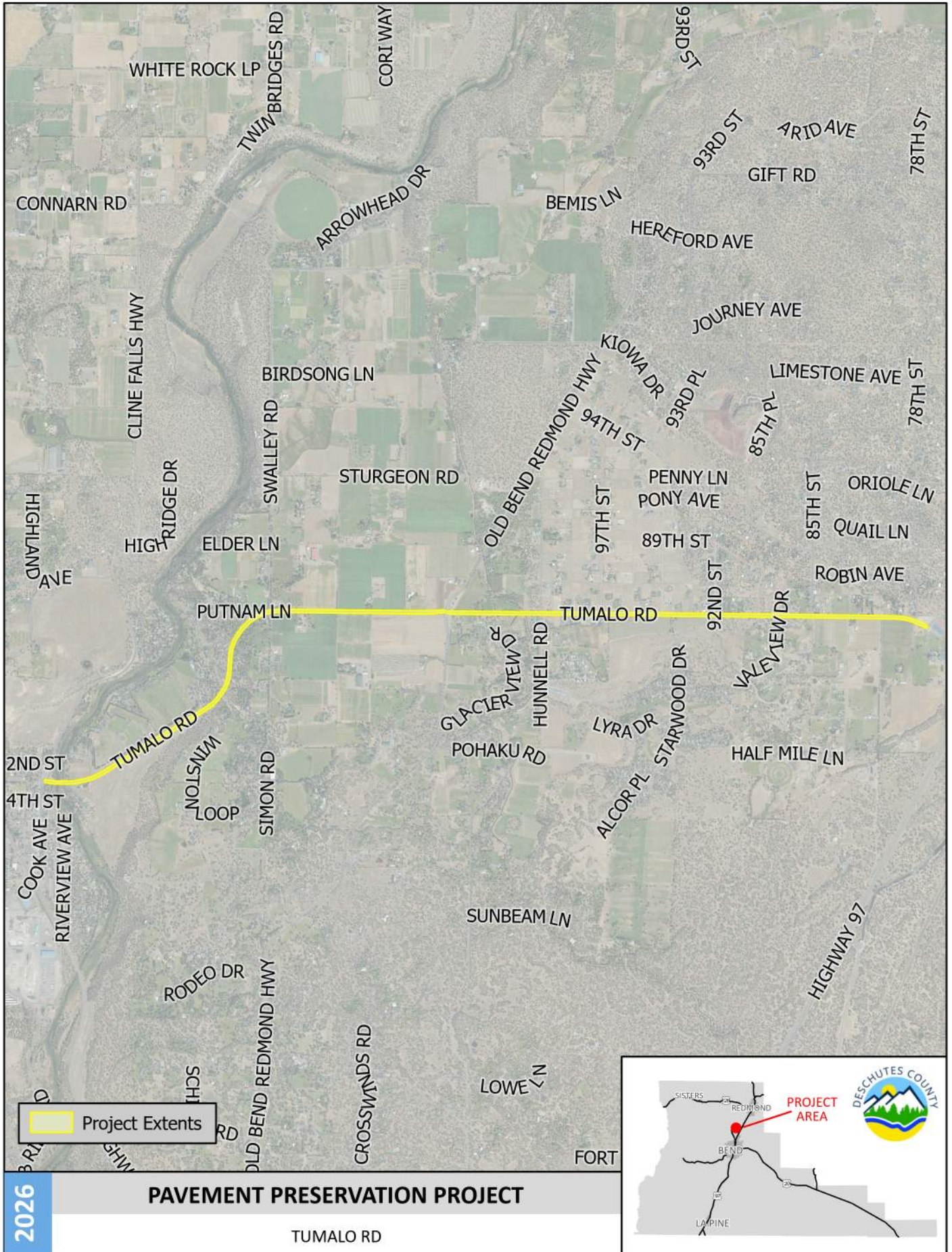
- Asphalt pavement rehabilitation via overlay/inlay
- Minor improvements – Striping and Delineation

**FUNDING**

	FY 2026	FY 2027	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$1,090,000	\$500,000	\$1,590,000
<b>TOTAL</b>	<b>\$1,090,000</b>	<b>\$500,000</b>	<b>\$1,590,000</b>

**SCHEDULE**

	FY 2026				FY 2027			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



**Paving of Indian Ford Road**

Indian Ford Road is a rural collector roadway located north of the City of Sisters. The roadway connects rural communities to the City of Sisters and provides recreational access to the Deschutes National Forest. Asphalt pavement rehabilitation is warranted due to pavement distress and poor ride quality.



*Project Justification:* Pavement Condition Index (PCI) Rating – 74 out of 100  
*Road Name:* Indian Ford Road  
*Functional Classification:* Rural Collector  
*Average Daily Traffic (ADT):* 523 vehicles/day (2022)

**SCOPE OF WORK**

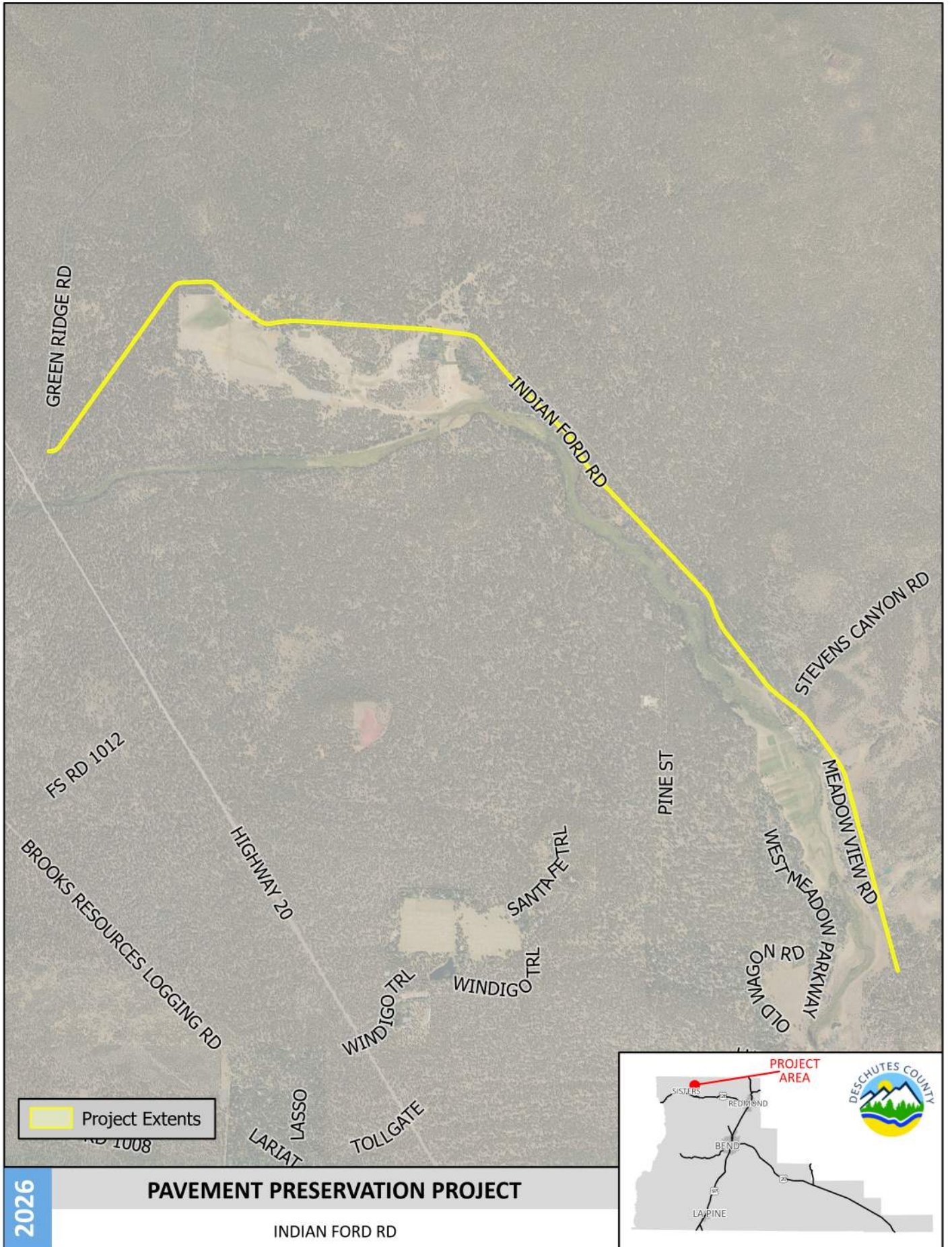
- Asphalt pavement rehabilitation via overlay/inlay
- Minor improvements – Striping and Delineation


**FUNDING**

	FY 2026	FY 2027	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$1,750,000	\$1,000,000	\$2,750,000
<b>TOTAL</b>	<b>\$1,750,000</b>	<b>\$1,000,000</b>	<b>\$2,750,000</b>

**SCHEDULE**

	FY 2026				FY 2027			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								

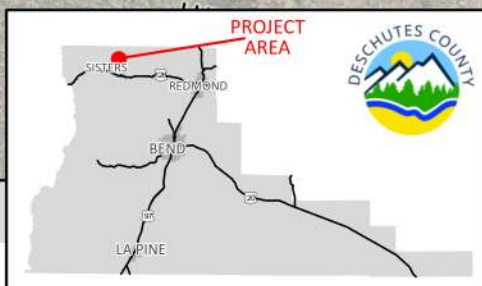


 Project Extents

2026

**PAVEMENT PRESERVATION PROJECT**

INDIAN FORD RD



**Paving of Ward Road: Stevens Road to Gosney Road**

Ward Road is a rural collector east of Bend which connects rural communities southeast of Bend to City Limits and US 20. The pavement on Ward Road is exhibiting moderate-severity thermal cracking and depressions, resulting in poor ride quality.



*Project Justification:* Pavement Condition Index (PCI) Rating – 87 out of 100  
*Road Name:* Ward Road  
*Functional Classification:* Rural Collector  
*Average Daily Traffic (ADT):* 1,896 vehicles/day (2022)

**SCOPE OF WORK**

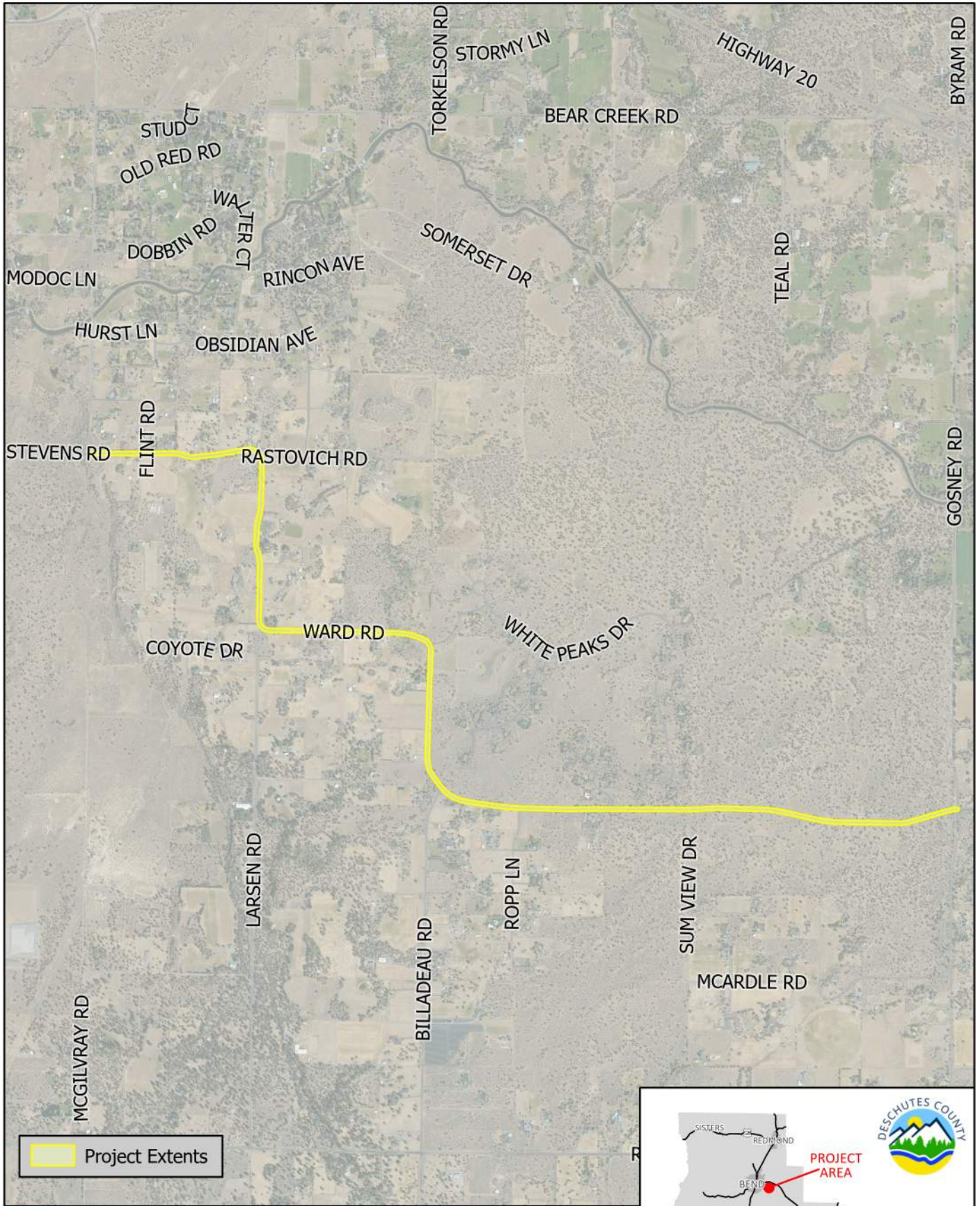
- Asphalt pavement rehabilitation via overlay/inlay
- Minor improvements – Striping and Delineation

**FUNDING**

	FY 2026	FY 2027	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$1,000,000	\$700,000	\$1,700,000
<b>TOTAL</b>	<b>\$1,000,000</b>	<b>\$700,000</b>	<b>\$1,700,000</b>

**SCHEDULE**

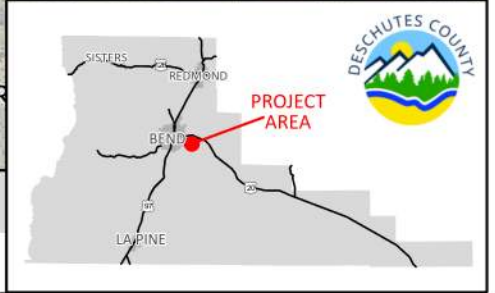
	FY 2026				FY 2027			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



**2026**

**PAVEMENT PRESERVATION PROJECT**

WARD RD: STEVENS RD TO GOSNEY RD



**Paving of Dorrance Meadow Road**

Dorrance Meadow Road is a north-south rural collector west of La Pine. The roadway links communities north of La Pine to the south La Pine city limits. The route also provides recreational access to the Deschutes River. Asphalt pavement rehabilitation is warranted due to thermal and load-related pavement distress.



*Project Justification:* Pavement Condition Index (PCI) Rating – 82 out of 100  
*Road Name:* Dorrance Meadow Road  
*Functional Classification:* Rural Collector  
*Average Daily Traffic (ADT):* 1,188 vehicles/day (2022)

**SCOPE OF WORK**

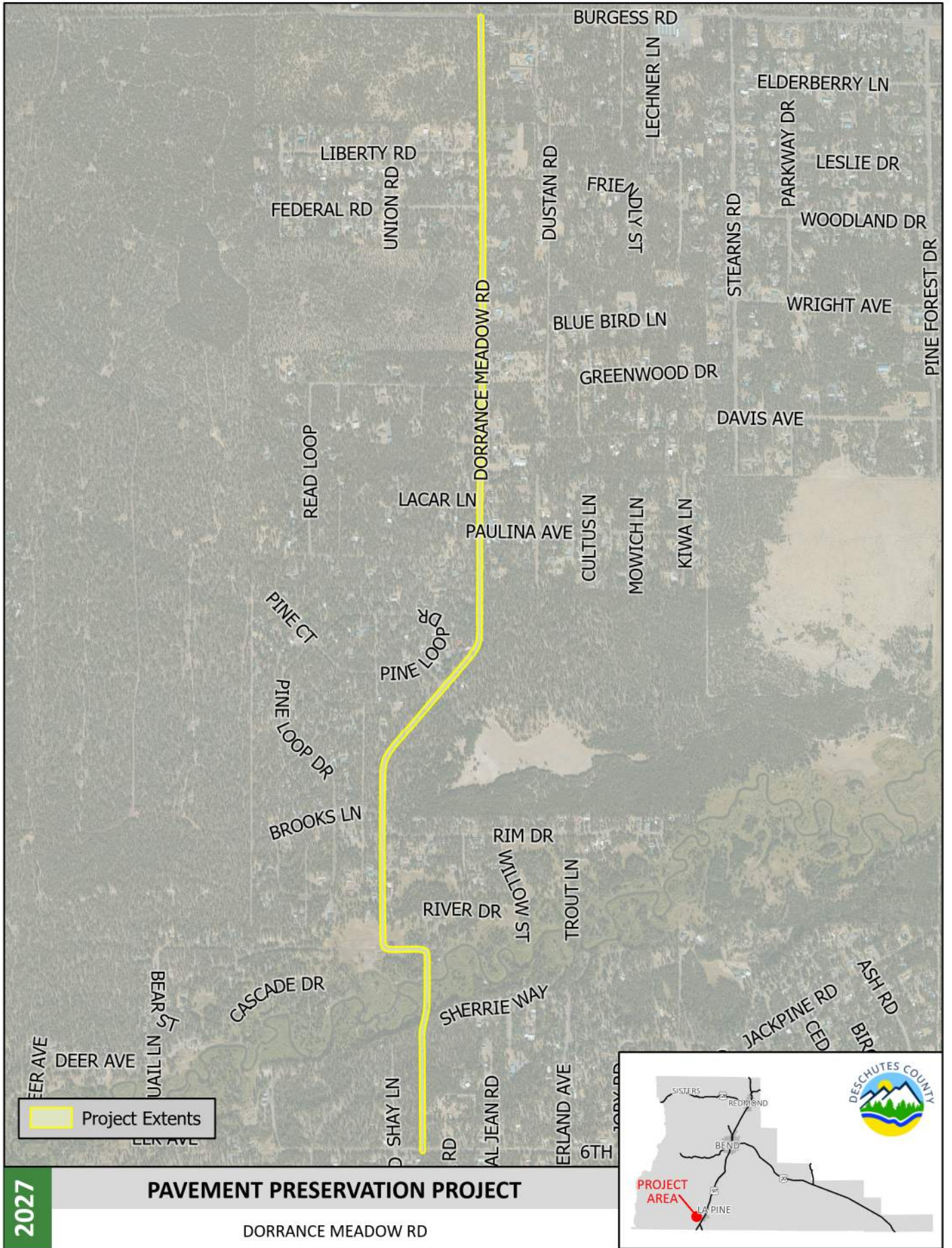
- Asphalt pavement rehabilitation via overlay/inlay
- Minor improvements – Striping and Delineation

**FUNDING**

	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$1,000,000	\$420,000	\$1,420,000
<b>TOTAL</b>	<b>\$1,000,000</b>	<b>\$420,000</b>	<b>\$1,420,000</b>

**SCHEDULE**

	<i>FY 2027</i>				<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2027

**PAVEMENT PRESERVATION PROJECT**

DORRANCE MEADOW RD



**Paving of 3rd Street / Walker Street / Pengra Street / 5th Street (La Pine)**

3<sup>rd</sup> Street, Walker Street, Pengra Street and 5<sup>th</sup> Street are contiguous local roadways in the City of La Pine. This corridor connects central La Pine with the communities west of City limits. These roadways exhibit significant load- and climate-related pavement distress.



*Project Justification:* Pavement Condition Index (PCI) Rating – 72 to 77 out of 100  
*Road Name:* 3rd Street Walker Street Pengra Street 5th Street  
*Functional Classification:* City Local (all streets)  
*Average Daily Traffic (ADT):* Not Available

**SCOPE OF WORK**

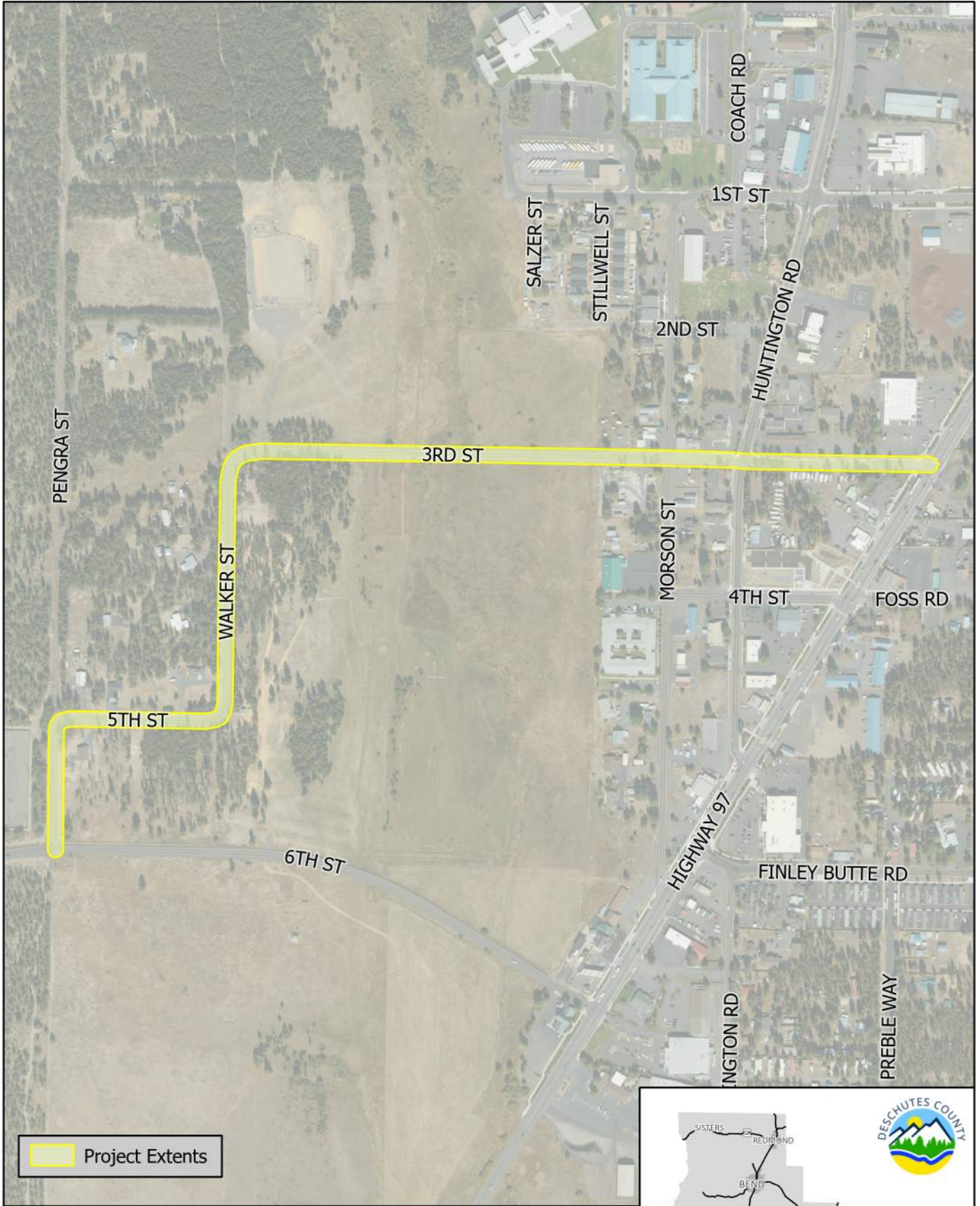
- Asphalt pavement rehabilitation via overlay/inlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation

**FUNDING**

	FY 2027	FY 2028	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$580,000	\$200,000	\$780,000
<b>TOTAL</b>	<b>\$580,000</b>	<b>\$200,000</b>	<b>\$780,000</b>

**SCHEDULE**

	FY 2027				FY 2028			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								

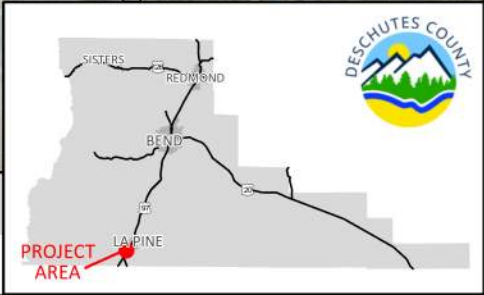


 Project Extents

2027

**PAVEMENT PRESERVATION PROJECT**

3RD ST / WALKER ST / PENGRA ST / 5TH



**Paving of 6th Street (La Pine)**

6<sup>th</sup> Street is a rural collector roadway south of La Pine. The roadway provides access to US 97 for rural communities located west of the City of La Pine. 6<sup>th</sup> Street is exhibiting load- and climate-related pavement distress.



*Project Justification:* Pavement Condition Index (PCI) Rating – 82 out of 100  
*Road Name:* 6th Street  
*Functional Classification:* Rural Collector  
*Average Daily Traffic (ADT):* 1,372 vehicles/day (2022)

**SCOPE OF WORK**

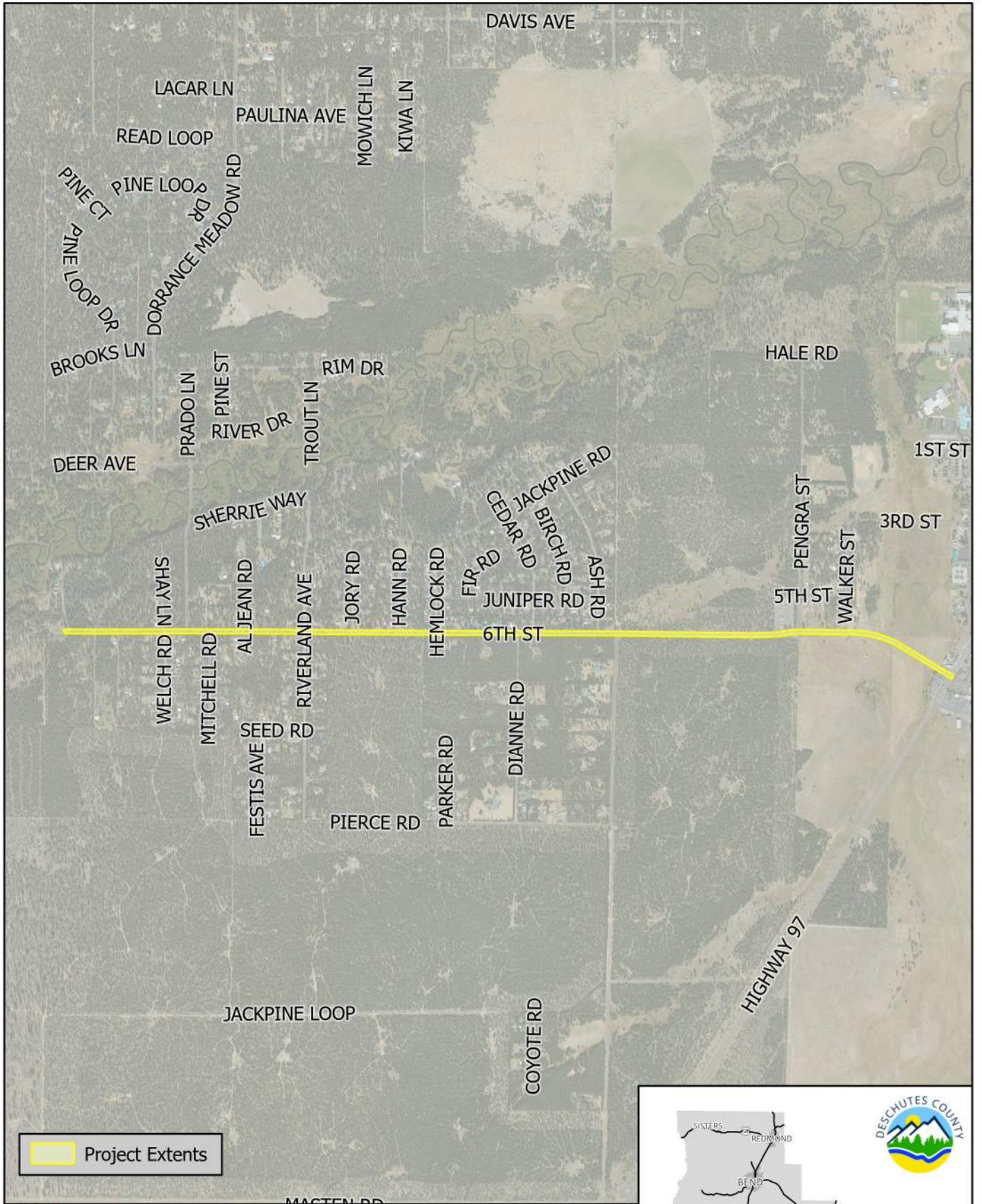
- Asphalt pavement rehabilitation via overlay/inlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation

**FUNDING**

	FY 2027	FY 2028	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$710,000	\$500,000	\$1,210,000
<b>TOTAL</b>	<b>\$710,000</b>	<b>\$500,000</b>	<b>\$1,210,000</b>

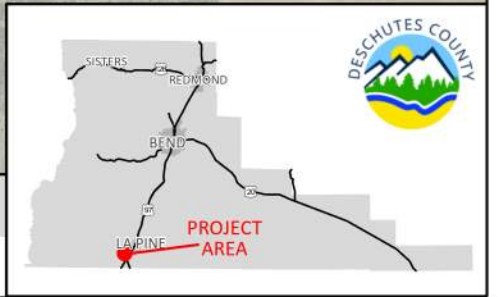
**SCHEDULE**

	FY 2027				FY 2028			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2027

**PAVEMENT PRESERVATION PROJECT**  
6TH ST (LA PINE)



**Paving of NE King Way**

NE King Way is a rural collector roadway northeast of Redmond. The roadway connects outlying rural communities to the northern Redmond city limit. NE King Way is exhibiting thermal cracking and depressions which are causing poor ride quality.



*Project Justification:* Pavement Condition Index (PCI) Rating – 77 out of 100  
*Road Name:* NE King Way  
*Functional Classification:* Rural Collector  
*Average Daily Traffic (ADT):* 175 vehicles/day (2022)

**SCOPE OF WORK**

- Asphalt pavement rehabilitation via overlay/inlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation

**FUNDING**

	FY 2028	FY 2029	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$500,000	\$150,000	\$650,000
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$150,000</b>	<b>\$650,000</b>

**SCHEDULE**

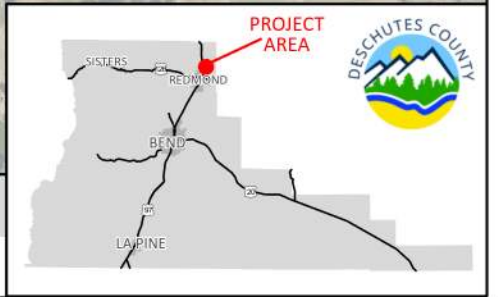
	FY 2028				FY 2029			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



**2028**

**PAVEMENT PRESERVATION PROJECT**

KING WAY



### Paving of Hamehook Road

Hamehook Road is a rural collector roadway northeast of Bend. The roadway connects rural communities east of Bend to Deschutes Market Road, which is an arterial roadway providing access to US97. The roadway is frequently used by commuter and freight traffic bound for US97.



Hamehook Road is exhibiting load-related distress and is in need of rehabilitation to accommodate the traffic levels observed along this roadway.

*Project Justification:* Pavement Condition Index (PCI) Rating – 81 out of 100  
*Road Name:* Hamehook Road  
*Functional Classification:* Rural Collector  
*Average Daily Traffic (ADT):* 3,543 vehicles/day (2023)

#### SCOPE OF WORK

- Asphalt pavement rehabilitation via overlay/inlay
- Minor improvements – Striping and Delineation

#### FUNDING

	FY 2028	FY 2029	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$1,000,000	\$300,000	\$1,300,000
<b>TOTAL</b>	<b>\$1,000,000</b>	<b>\$300,000</b>	<b>\$1,300,000</b>

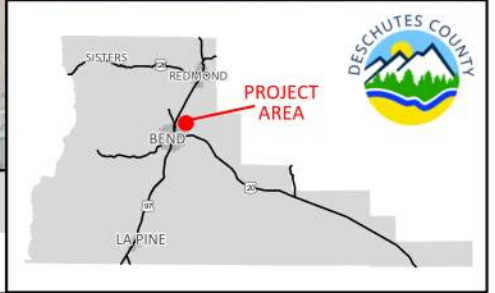
#### SCHEDULE

	FY 2028				FY 2029			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2028

**PAVEMENT PRESERVATION PROJECT**  
HAMEHOOK RD





**Paving of Byram Road**

Byram Road is a rural local roadway east of Bend. The roadway links rural communities near Alfalfa to US97. Byram Road exhibits thermal cracking and poor ride quality, as well as shoulder deterioration. Several fixed object hazards also exist along the roadway.



*Project Justification:* Pavement Condition Index (PCI) Rating – 81 out of 100  
*Road Name:* Byram Road  
*Functional Classification:* Rural Local  
*Average Daily Traffic (ADT):* 441 vehicles/day (2022)

**SCOPE OF WORK**

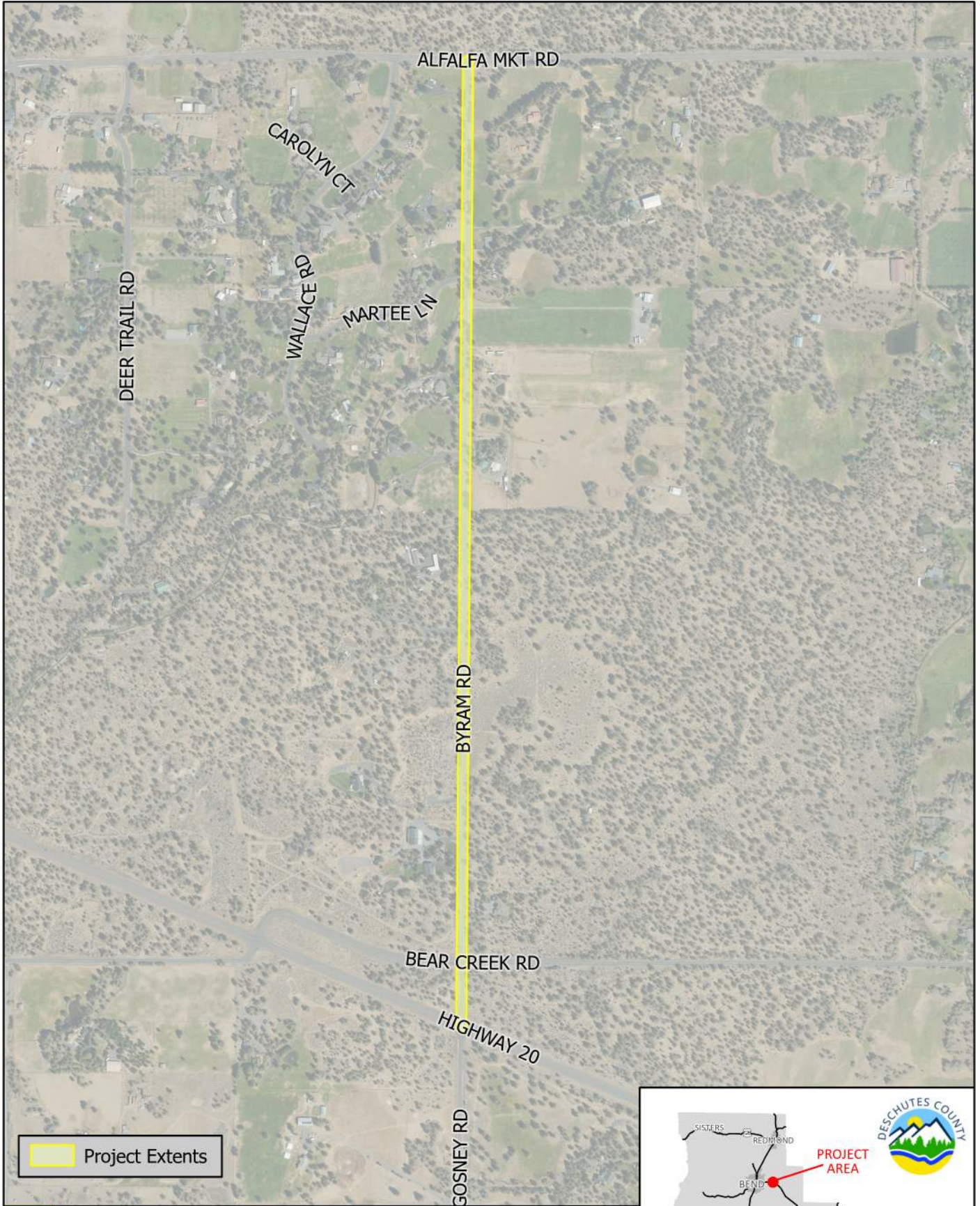
- Asphalt pavement rehabilitation via overlay/inlay
- Isolated full-depth pavement and shoulder repair
- Minor improvements – Striping and Delineation

**FUNDING**

	FY 2028	FY 2029	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$500,000	\$100,000	\$600,000
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$100,000</b>	<b>\$600,000</b>

**SCHEDULE**

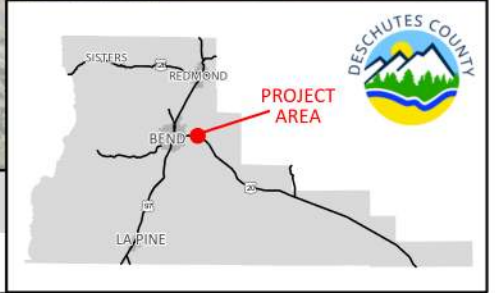
	FY 2028				FY 2029			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2028

**PAVEMENT PRESERVATION PROJECT**

BYRAM RD



**Paving of SW Young Avenue: 61<sup>st</sup> Street to S Canal Boulevard**

SW Young Avenue is a rural local roadway located west of US97 between Bend and Redmond. The roadway provides access to rural communities, and serves as a link between 61<sup>st</sup> Street and Old Bend-Redmond Hwy/S Canal Boulevard.



SW Young Avenue is exhibiting significant thermal cracking and ride quality issues, as well as shoulder deterioration. Roadside hazards also exist along the corridor.

*Project Justification:* Pavement Condition Index (PCI) Rating – 81 out of 100  
*Road Name:* SW Young Avenue  
*Functional Classification:* Rural Local  
*Average Daily Traffic (ADT):* Not Available

**SCOPE OF WORK**

- Asphalt pavement rehabilitation via overlay/inlay
- Isolated full-depth pavement and shoulder repair
- Minor improvements – Striping and Delineation

**FUNDING**

	FY 2028	FY 2029	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$500,000	\$200,000	\$700,000
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$200,000</b>	<b>\$700,000</b>

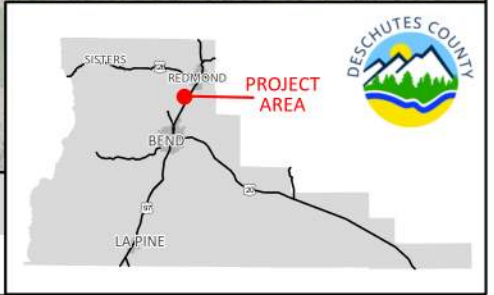
**SCHEDULE**

	FY 2028				FY 2029			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2028

**PAVEMENT PRESERVATION PROJECT**  
 SW YOUNG AVE: 61ST ST TO S CANAL BLVD



**Paving of Arnold Market Road**

Arnold Market Road is a rural local roadway located southeast of Bend. As a historic farm-to-market route, the roadway provides access to rural communities in the area, as well as connects to other local roadways which access recreational opportunities on public lands.



Arnold Market Road is exhibiting significant thermal cracking and ride quality issues and is in need of rehabilitation to prolong pavement life.

*Project Justification:* Pavement Condition Index (PCI) Rating – 84 out of 100  
*Road Name:* Arnold Market Road  
*Functional Classification:* Rural Local  
*Average Daily Traffic (ADT):* Not Available

**SCOPE OF WORK**

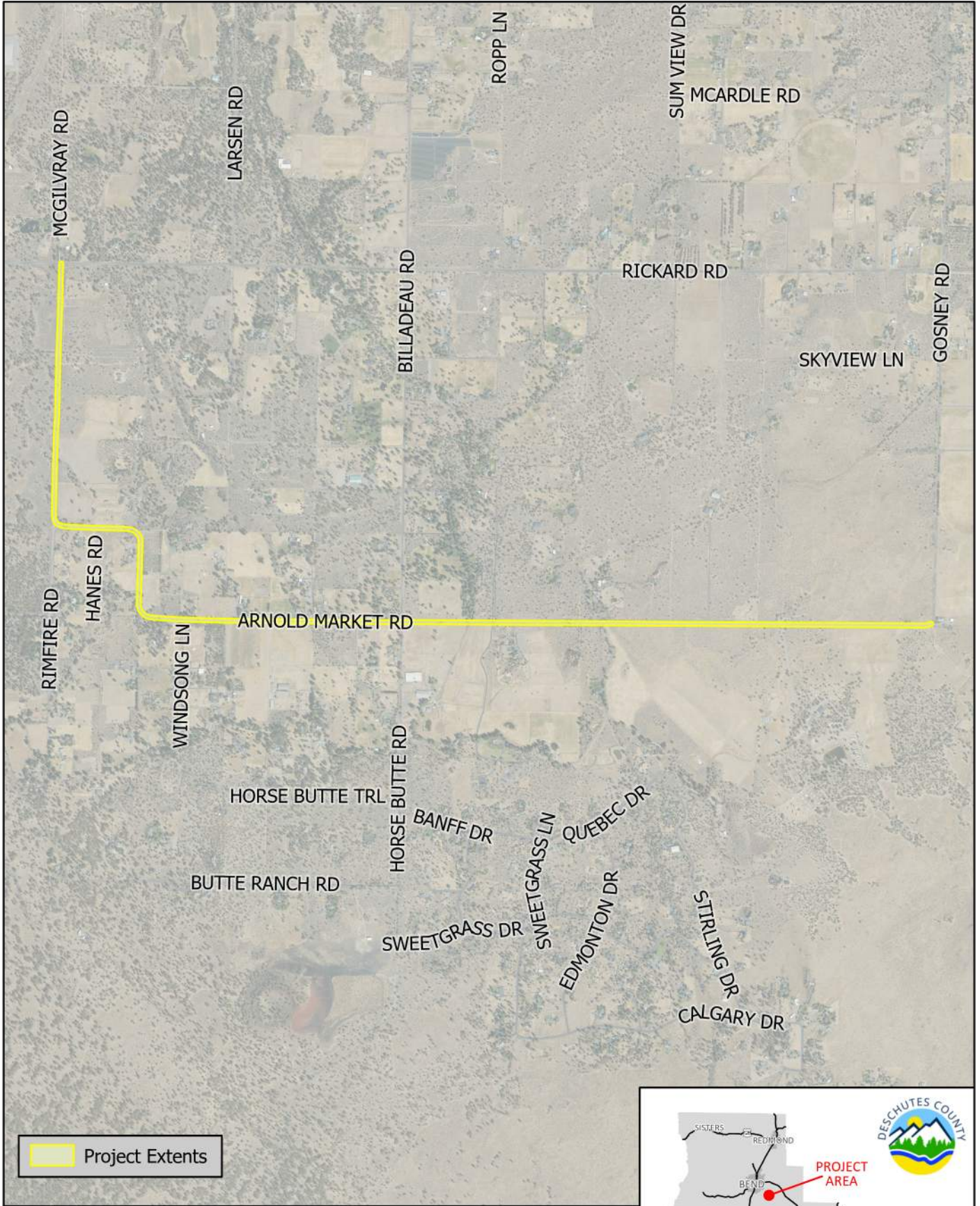
- Asphalt pavement rehabilitation via overlay/inlay
- Minor improvements – Striping and Delineation

**FUNDING**

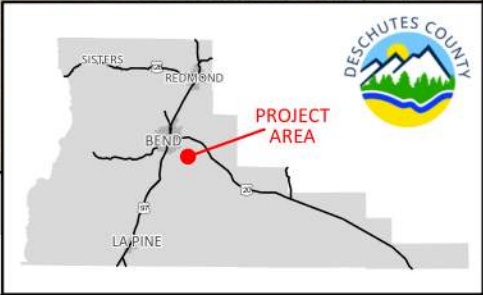
	<i>FY 2029</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$850,000	\$850,000
<b>TOTAL</b>	<b>\$850,000</b>	<b>\$850,000</b>

**SCHEDULE**

	<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



 Project Extents



**2029**

**PAVEMENT PRESERVATION PROJECT**

ARNOLD MARKET RD

**Paving of Larsen Road**

Larsen Road is a rural local roadway located southeast of Bend. The roadway provides access to rural communities east of Bend and provides a link between other County collector roadways.



Larsen Road is exhibiting significant thermal cracking and ride quality issues and is in need of rehabilitation to prolong pavement life.

*Project Justification:* Pavement Condition Index (PCI) Rating – 74 out of 100  
*Road Name:* Larsen Road  
*Functional Classification:* Rural Local  
*Average Daily Traffic (ADT):* Not Available

**SCOPE OF WORK**

- Asphalt pavement rehabilitation via overlay/inlay
- Minor improvements – Striping and Delineation


**FUNDING**

	<i>FY 2029</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$600,000	\$600,000
<b>TOTAL</b>	<b>\$600,000</b>	<b>\$600,000</b>

**SCHEDULE**

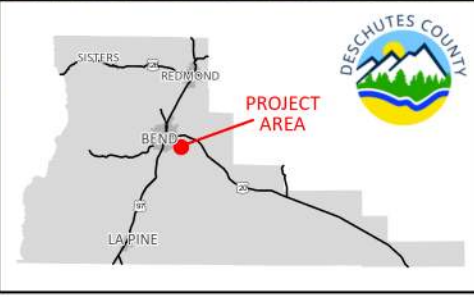
	<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



 Project Extents

**2029**

**PAVEMENT PRESERVATION PROJECT**  
LARSEN RD





**Paving of Billadeau Road**

Billadeau Road is a rural collector roadway located southeast of Bend. The roadway provides access to rural communities east of Bend and also bisects other roadways which access public land recreation opportunities.



Billadeau Road is exhibiting significant thermal cracking and ride quality issues and is in need of rehabilitation to prolong pavement life.

*Project Justification:* Pavement Condition Index (PCI) Rating – 74 out of 100  
*Road Name:* Billadeau Road  
*Functional Classification:* Rural Collector  
*Average Daily Traffic (ADT):* 1,419 vehicles/day (2023)

**SCOPE OF WORK**

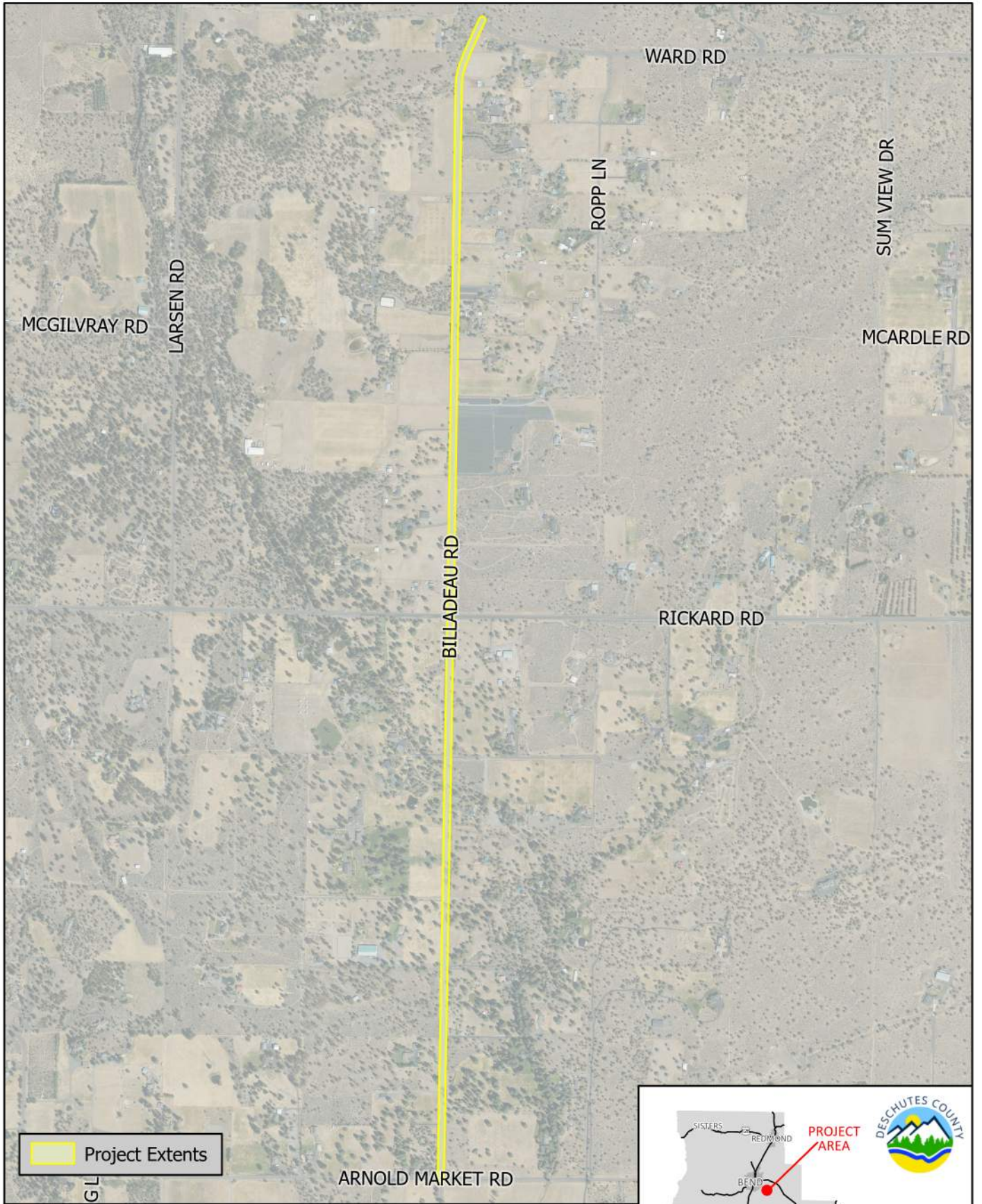
- Asphalt pavement rehabilitation via overlay/inlay
- Minor improvements – Striping and Delineation

**FUNDING**

	<i>FY 2029</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$600,000	\$600,000
<b>TOTAL</b>	<b>\$600,000</b>	<b>\$600,000</b>

**SCHEDULE**

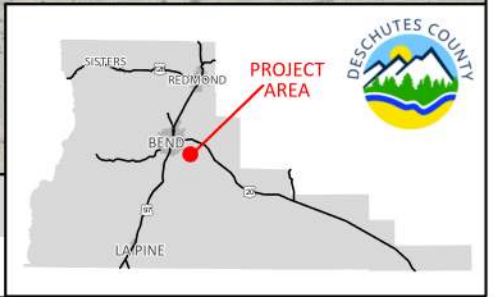
	<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



**2029**

**PAVEMENT PRESERVATION PROJECT**

BILLADEAU RD



## Hamhook Road Bridge #17C32 Replacement

The Hamhook Road Bridge is a timber bridge located northeast of Bend that was constructed in 1977. As development and population increase to the north and east of Bend, Hamhook Road continues to be an important north-south route for road users bypassing Bend for access to and from US 97. The timber structure is experiencing checking and cracking throughout the deck and girders. The existing concrete piers, abutments and footings are delaminating and cracking, and the metal bridge railing is substandard and in need of replacement.



<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project BR-3 (High Priority) Bridge Sufficiency Rating – 73.9 out of 100
<i>Bridge Name &amp; ID:</i>	North Unit Main Canal (Hamhook Rd) Bridge #17C32
<i>Road Name:</i>	Hamhook Road
<i>Functional Classification:</i>	Rural Collector
<i>Average Daily Traffic (ADT):</i>	3,543 vehicles/day (2023)

**SCOPE OF WORK**

- Removal of the existing structure
- Roadway realignment
- Construction of a single-span concrete slab structure
- Bridge approach paving & Installation of bridge approach guardrail

**FUNDING**

	FY 2024	FY 2025	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$300,000	\$85,560	\$385,560
RIGHT OF WAY	\$65,000	-	\$65,000
CONSTRUCTION	-	\$1,844,940	\$1,844,940
<b>TOTAL</b>	<b>\$365,000</b>	<b>\$1,930,500</b>	<b>\$2,295,500</b>

**SCHEDULE**

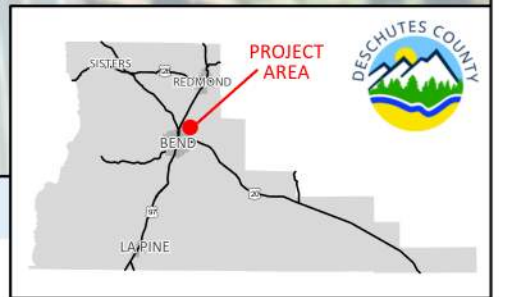
	FY 2024				FY 2025			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2025

### BRIDGE CONSTRUCTION PROJECT

HAMEHOOK RD BRIDGE # 17C32 REPLACEMENT



**Wilcox Avenue Bridge #02171-03 & -04 Removal**

Two timber bridges exist on NE Wilcox Avenue approximately .4 miles west of the Crook County line, which formerly served as overcrossings for the Lone Pine Flume. The Lone Pine Flume has since been piped and the bridges are now obsolete. Built in 1969, both bridges are experiencing rot, spalling on concrete abutments and checking throughout the timber structures. NE Wilcox Avenue is an east-west collector located east of Terrebonne that runs parallel to Smith Rock Way from NE 1<sup>st</sup> St, and after approximately 3 miles crosses into Crook County where it connects to Smith Rock Way. This roadway serves as the primary access to Smith Rock State Park for recreational users.



*Project Justification:* Deschutes County TSP 2020-2040: Project BR-5 & BR-6 (High Priority) Bridge Sufficiency Rating – 90.5 out of 100

*Bridge Name & ID:* Wilcox Ave Bridge # 02171-03 Wilcox Ave Bridge # 02171-04

*Road Name:* NE Wilcox Avenue

*Functional Classification:* Rural Collector

*Average Daily Traffic (ADT):* 1,346 vehicles/day (2022)

**SCOPE OF WORK**

- Removal of existing timber structures
- Construction of a new paved roadway section

**FUNDING**

	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$60,000	\$60,000
RIGHT OF WAY	-	-
CONSTRUCTION	\$100,000	\$100,000
<b>TOTAL</b>	<b>\$160,000</b>	<b>\$160,000</b>

**SCHEDULE**

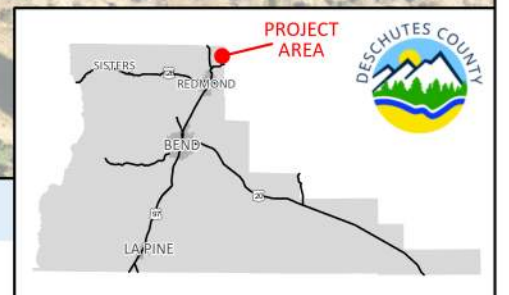
	<i>FY 2025</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2025

## BRIDGE CONSTRUCTION PROJECT

WILCOX AVE BRIDGE # 2171-03 & 04 REMOVAL



**South Century Drive Bridge #16181 Rehabilitation**

The South Century Drive Bridge #16181 over the Burlington Northern – Santa Fe (BNSF) railroad is a 3-span prestressed concrete bridge located east of Sunriver that was constructed in 1976. South Century Drive is an east-west arterial located near Sunriver that connects US 97 to the Cascade Lakes Highway. The segment from US 97 to Sunriver is a primary access route for recreational users and residents of Sunriver to/from US 97. The bridge is showing significant signs of efflorescence, cracking and spalling throughout the structure, and the concrete railing and is suspected to have been constructed with poor quality concrete materials.



<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project BR-4 (High Priority) Bridge Sufficiency Rating – 77.2 out of 100
<i>Bridge Name &amp; ID:</i>	South Century Dr over BNRR Bridge #16181
<i>Road Name:</i>	South Century Drive
<i>Functional Classification:</i>	Rural Arterial
<i>Average Daily Traffic (ADT):</i>	8,351 vehicles/day (2023)

**SCOPE OF WORK**

- Repair reinforced concrete bridge components
- Replace concrete bridge rail
- Upgrade bridge approach guardrail

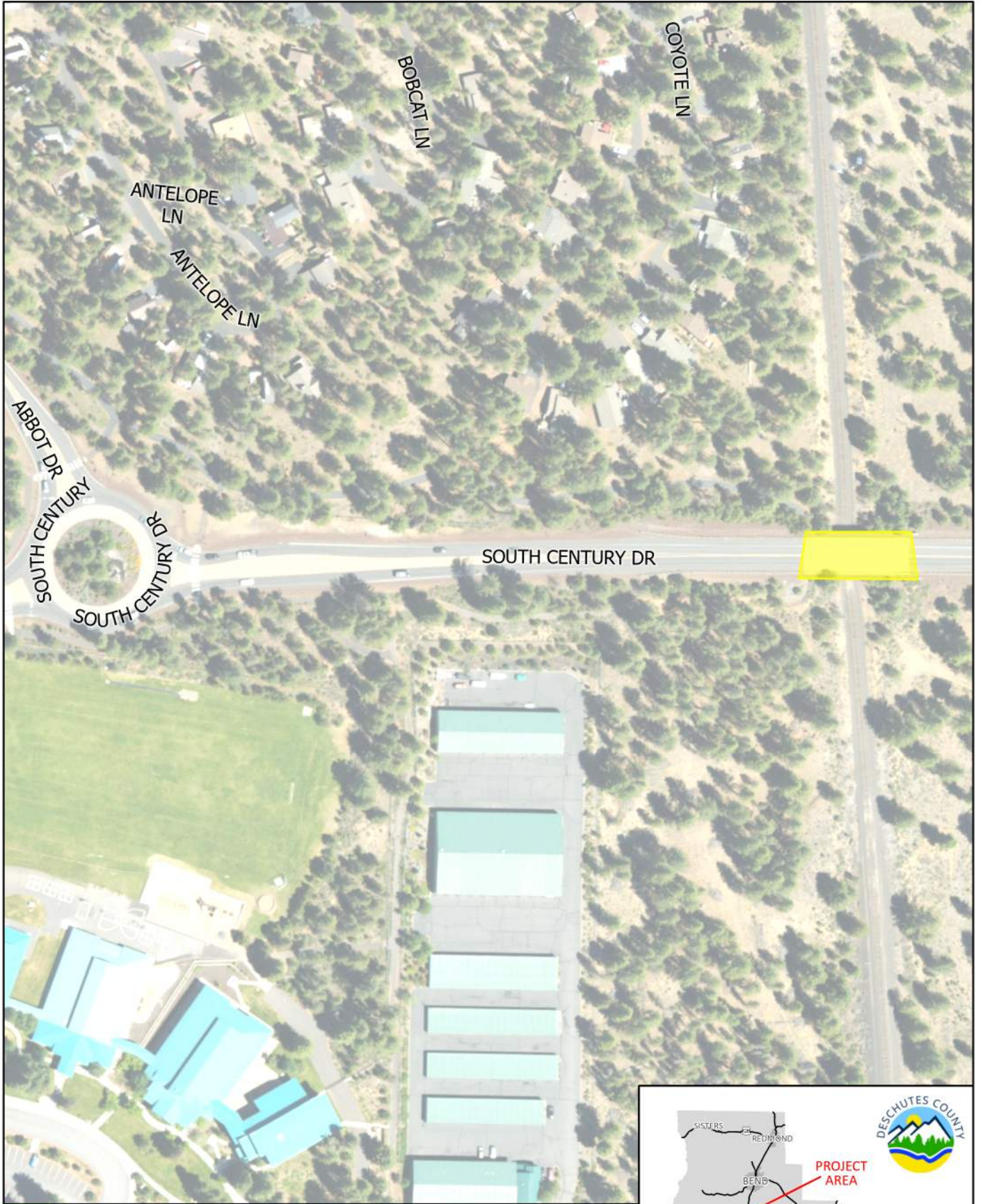
**FUNDING**

	<i>FY 2026</i>	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.*	DESCHUTES CO.*	DESCHUTES CO.*	DESCHUTES CO.*
PRELIM. ENGINEERING	\$300,000	\$210,000	-	\$510,000
RIGHT OF WAY	-	-	-	-
CONSTRUCTION	-	\$600,000	\$1,000,000	\$1,600,000
<b>TOTAL</b>	<b>\$300,000</b>	<b>\$810,000</b>	<b>\$1,000,000</b>	<b>\$2,110,000</b>

\*Project is eligible for ODOT Local Bridge Program funding.

**SCHEDULE**

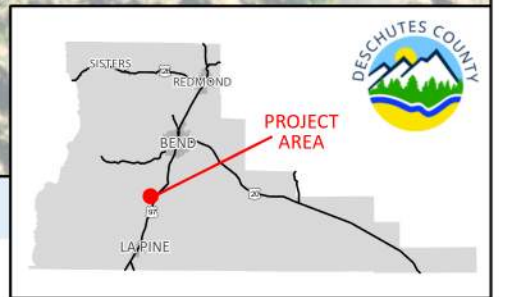
	<i>FY 2026</i>				<i>FY 2027</i>				<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



2027

### BRIDGE CONSTRUCTION PROJECT

S CENTURY DR BRIDGE # 16181 REHABILITATION (ODOT LBP/SFLP)





### Burgess Road Bridge #09C783 Replacement

The Burgess Road Bridge is a single-span steel girder bridge located west of La Pine that was constructed in 1962. Burgess Road carries recreational traffic from US 97 and La Pine to the Deschutes National Forest and South Century Drive, and also serves several rural residents in the area. The concrete deck is exhibiting cracking on the wearing surface and soffit, and the reinforced concrete abutments are spalling and cracking. The existing footings are exposed, and the metal bridge railing is substandard and in need of replacement.



<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project BR-7 (Medium Priority) Bridge Sufficiency Rating – 51.8 out of 100
<i>Bridge Name &amp; ID:</i>	Deschutes River, Burgess Rd #09C783
<i>Road Name:</i>	Burgess Road
<i>Functional Classification:</i>	Rural Arterial
<i>Average Daily Traffic (ADT):</i>	483 vehicles/day (2023)

**SCOPE OF WORK**

- Removal of the existing structure
- Construction of a single-span concrete slab structure
- Bridge approach paving
- Installation of bridge approach guardrail

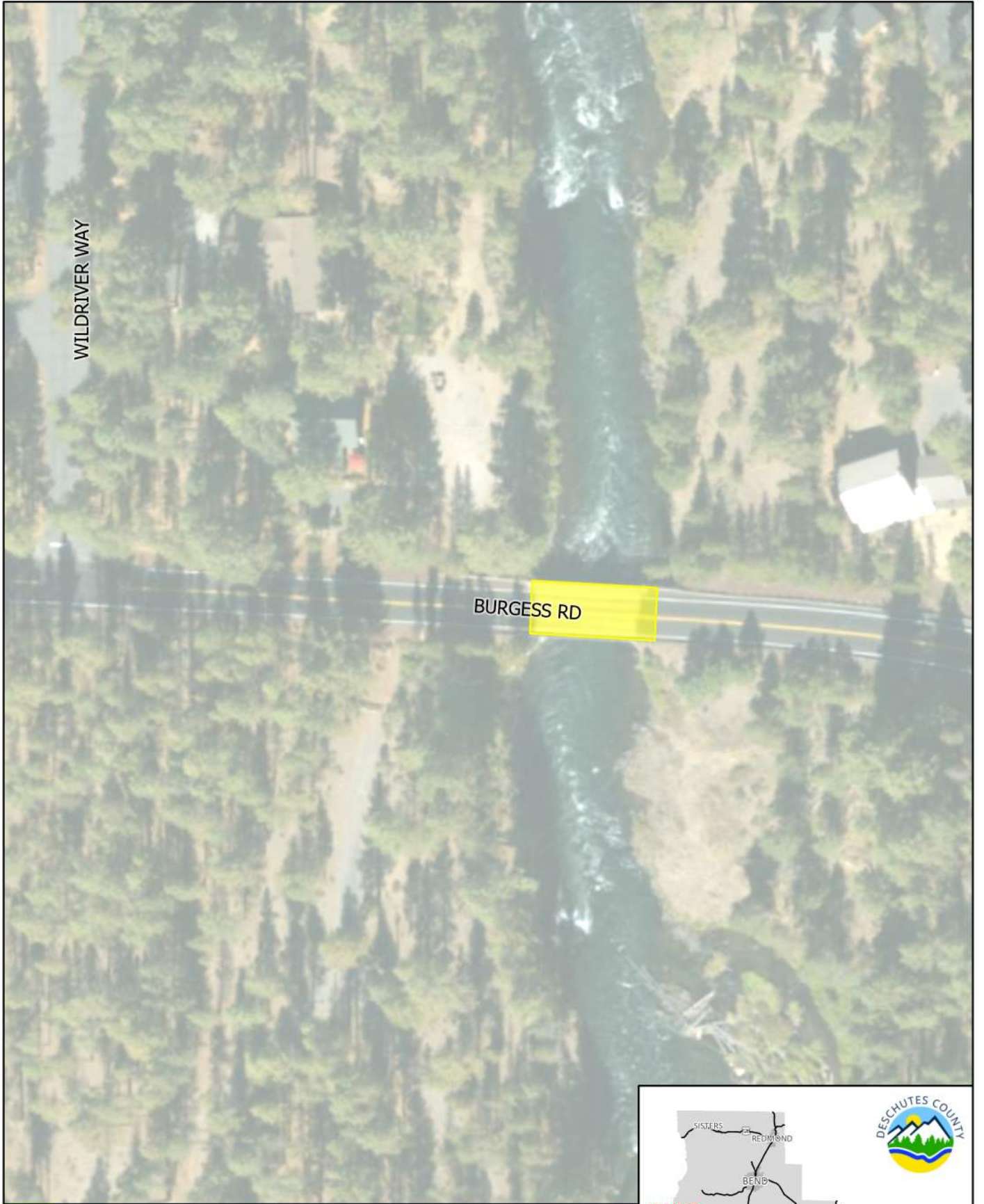
**FUNDING**

	<i>FY 2027</i>	<i>FY 2028</i>	<i>FY 2029</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.*	DESCHUTES CO.*	DESCHUTES CO.*	DESCHUTES CO.*
PRELIM. ENGINEERING	\$100,000	\$315,000	-	\$415,000
RIGHT OF WAY	-	-	-	-
CONSTRUCTION	-	\$250,000	\$1,453,000	\$1,703,000
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$565,000</b>	<b>\$1,453,000</b>	<b>\$2,118,000</b>

\*Project is eligible for FHWA Federal Lands Access Program funding.

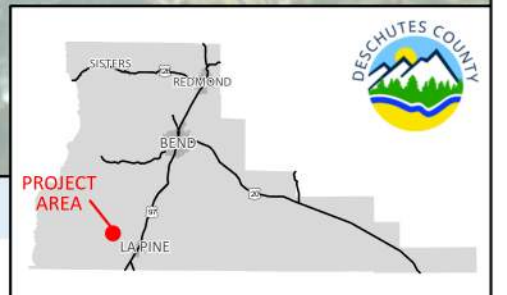
**SCHEDULE**

	<i>FY 2027</i>				<i>FY 2028</i>				<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



WILDRIVER WAY

BURGESS RD



PROJECT AREA

2028

**BRIDGE CONSTRUCTION PROJECT**

BURGESS RD BRIDGE # 09C783 REPLACEMENT

**Spring River Road (Harper) Bridge #17923 Rehabilitation**

The Spring River Road (Harper) Bridge #17923 over the Deschutes River is a 3-span concrete structure constructed in 1994. Spring River Road is an arterial roadway which carries recreational traffic to the Deschutes National Forest and links US 97 with communities west of Sunriver.



The reinforced concrete girders are spalling and water intrusion is occurring from the slab joints. The steel piles within the river channel are also exhibiting corrosion, and the concrete bridge railing is showing signs of deterioration.

<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project BR-9 (Low Priority) Bridge Sufficiency Rating – 54.4 out of 100
<i>Bridge Name &amp; ID:</i>	Deschutes River, Spring River Rd #17923
<i>Road Name:</i>	Spring River Road
<i>Functional Classification:</i>	Rural Arterial
<i>Average Daily Traffic (ADT):</i>	5,599 vehicles/day (2022)

**SCOPE OF WORK**

- Repair reinforced concrete bridge components
- Replace structural elements within river channel
- Replace concrete bridge rail
- Upgrade bridge approach guardrail

**FUNDING**

	<i>FY 2028</i>	<i>FY 2029</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.*	DESCHUTES CO.*	DESCHUTES CO.*
PRELIM. ENGINEERING	\$100,000	\$50,000	\$150,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$380,000	\$380,000
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$430,000</b>	<b>\$530,000</b>

\*Project is eligible for ODOT Local Bridge Program funding.

**SCHEDULE**

	<i>FY 2028</i>				<i>FY 2029</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2029

### BRIDGE CONSTRUCTION PROJECT

SPRING RIVER RD (HARPER) BRIDGE # 17923 REHABILITATION

