



## ROAD DEPARTMENT

# ROAD CAPITAL IMPROVEMENT PLAN FISCAL YEARS 2026 — 2030



APRIL 29, 2025



ROAD  
DEPARTMENT

## ROAD CAPITAL IMPROVEMENT PLAN FISCAL YEARS 2026 - 2030

Date: April 29, 2025

Chris Doty, P.E., Road Department Director  
Cody Smith, P.E., County Engineer/Assistant Director

Blaine Wruck, P.E., Sr. Transportation Engineer – Report Compilation  
Rachel Pinkston, M.S., GIS Analyst – Mapping

### TABLE OF CONTENTS

Executive Summary .....	1
Introduction .....	1
Asset Inventory .....	3
Project Selection .....	4
Funding .....	5
CIP Organization .....	9
Appendix A – FY 2026-2030 CIP Summary	
Appendix B - FY 2026-2030 CIP Program Maps	
Appendix C – Project Information Sheets and Location Maps	



## **EXECUTIVE SUMMARY**

This report summarizes the Deschutes County Road Department's five-year Road Capital Improvement Plan (CIP) for Fiscal Year (FY) 2026 through FY 2030. The Department has identified \$74,945,497 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 2026-2030 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 rural roadways existing outside of the city limits of Bend, Redmond and Sisters and excluding the State Highway system.

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 2026 through 2030.
- 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 transportation assets within the County road system. The inventory of key assets within the County road system are summarized below in Figure 1.

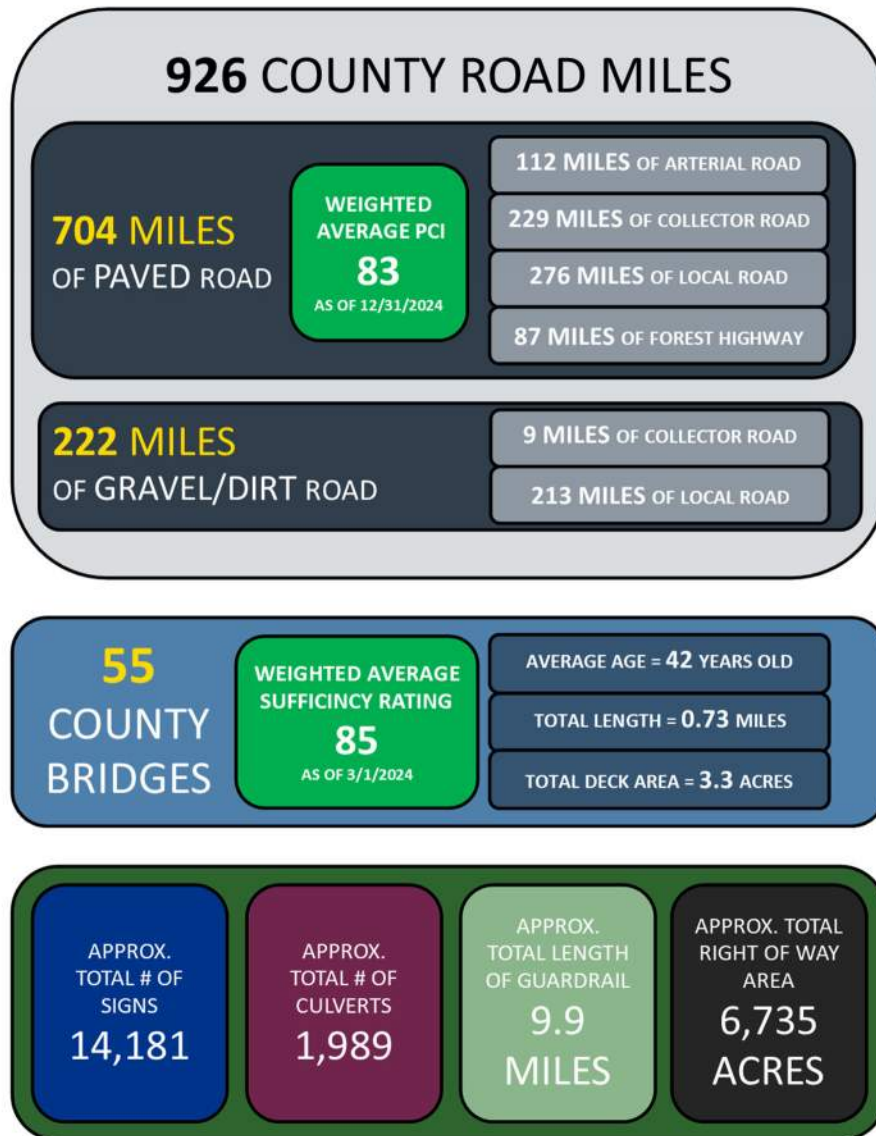


FIGURE 1 – DESCHUTES COUNTY ROAD SYSTEM AT A GLANCE



## **PROJECT SELECTION**

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

### **Transportation System Plan**

The current 2020-2040 Transportation System Plan (TSP) was adopted in 2024 as part of the County Comprehensive Plan in compliance with Statewide Planning Goal 12. The TSP 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 recently-updated TSP 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 consist of databases containing a catalog of County road assets and their conditions. These data are 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 (PMS)* – The Department manages its roadway pavement assets using the StreetSaver web-based software application. The system algorithmically assigns a Pavement Condition Index (PCI) score to each pavement section based on its condition, functional classification, traffic levels, and other parameters. Input data for the PMS includes the routine inspection of sample units of every paved roadway section in the County-maintained road network, which entails a detailed survey of apparent pavement distress. Inspection data is used to calculate a 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 performed by ODOT representatives. 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:

- *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.
- *Infrastructure Investment and Jobs Act (IIJA) Funding Opportunities* (FHWA) – Other various funding opportunities offered through the IIJA, which is part of the Bipartisan Infrastructure Law P(BIL).

### **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 transferred 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. However, the gas tax increases associated with HB2017 expired in calendar year 2024 and no additional funding is anticipated until a new transportation funding bill is passed in the Oregon legislature. New transportation funding options are currently being explored in the 2025 Oregon Legislative Session which, if successful, may address anticipated funding shortcomings.

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. 2024-038).
- State/Federal Grants – Upon award of funding through state and federal programs described above.

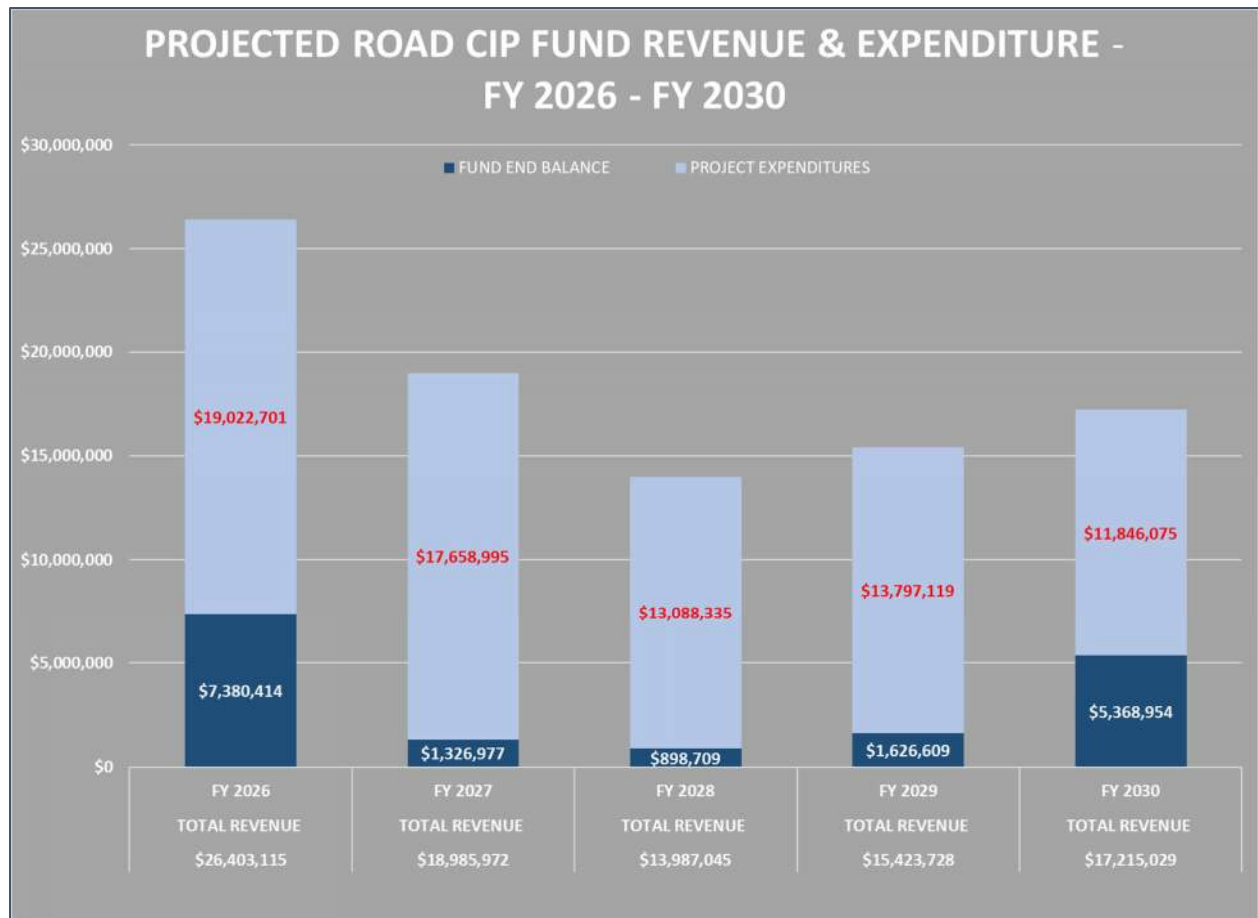


Capital expenditures and revenues are evaluated each year to identify potential opportunities and constraints in the upcoming five-year CIP. The annual fund projections for Fiscal Year 2026 through Fiscal Year 2030 are shown in Table 1, and summarized graphically in Figure 2.

**TABLE 1 – FY 2026-2030 COUNTY ROAD REVENUE AND EXPENDITURES PROJECTIONS**

	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>
<b><u>ROAD FUND (325) REVENUE</u></b>					
BEGIN FUND BALANCE	\$ 4,420,893	\$ 2,361,001	\$ 2,431,831	\$ 2,504,786	\$ 2,579,930
STATE HWY FUND	\$ 21,908,000	\$ 25,000,000	\$ 27,000,000	\$ 29,000,000	\$ 31,000,000
FOREST RECEIPTS	\$ 422,528	\$ 422,528	\$ 422,528	\$ 422,528	\$ 422,528
PILT	\$ 2,401,500	\$ 2,401,500	\$ 2,401,500	\$ 2,401,500	\$ 2,401,500
FEDERAL REIMBURSEMENTS	\$ 21,000	\$ -	\$ -	\$ -	\$ -
PARTNER AGENCY REVENUE (1% INCREASE/YR)	\$ 571,000	\$ 576,710	\$ 582,477	\$ 588,302	\$ 594,185
INTERFUND PAYMENTS	\$ 1,643,920	\$ 1,693,238	\$ 1,744,035	\$ 1,796,356	\$ 1,850,246
OTHER (1% INCREASE/YEAR)	\$ 151,860	\$ 153,379	\$ 154,912	\$ 156,462	\$ 158,026
INTEREST (0.5%)	\$ 299,000	\$ 163,042	\$ 173,686	\$ 184,350	\$ 195,032
<b>TOTAL ROAD FUND (325) REVENUE</b>	<b>\$ 31,839,701</b>	<b>\$ 32,771,397</b>	<b>\$ 34,910,970</b>	<b>\$ 37,054,283</b>	<b>\$ 39,201,447</b>
<b><u>ROAD FUND (325) EXPENDITURE</u></b>					
PERSONNEL (3% INCREASE/YEAR)	\$ 10,434,868	\$ 10,747,914	\$ 11,070,351	\$ 11,402,462	\$ 11,744,536
MATS/SERV (3% INCREASE/YEAR)	\$ 9,361,607	\$ 9,642,455	\$ 9,931,729	\$ 10,229,681	\$ 10,536,571
CAPITAL OUTLAY	\$ -	\$ -	\$ -	\$ -	\$ -
TRANSFER TO ROAD BLDG/EQUIP CIP (330)	\$ 1,750,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
TRANSFER TO ROAD CIP (465)	\$ 7,932,225	\$ 8,949,197	\$ 10,404,103	\$ 11,842,211	\$ 13,263,013
CONTINGENCY (3% INCREASE/YEAR)	\$ 2,361,001	\$ 2,431,831	\$ 2,504,786	\$ 2,579,930	\$ 2,657,327
<b>TOTAL ROAD FUND (325) EXPENDITURE</b>	<b>\$ 31,839,701</b>	<b>\$ 32,771,397</b>	<b>\$ 34,910,970</b>	<b>\$ 37,054,283</b>	<b>\$ 39,201,447</b>
<b><u>SDC FUND (336) REVENUE</u></b>					
BEGIN FUND BALANCE	\$ 3,256,497	\$ 2,958,282	\$ 2,840,965	\$ 3,714,486	\$ 4,296,669
SDC (6% INCREASE/YEAR)	\$ 1,300,000	\$ 1,378,000	\$ 1,460,680	\$ 1,548,321	\$ 1,641,220
INTEREST/OTHER (3.5%)	\$ 100,841	\$ 151,770	\$ 150,558	\$ 184,198	\$ 207,826
<b>TOTAL SDC FUND (336) REVENUE</b>	<b>\$ 4,657,338</b>	<b>\$ 4,488,052</b>	<b>\$ 4,452,203</b>	<b>\$ 5,447,005</b>	<b>\$ 6,145,715</b>
<b><u>SDC FUND (336) EXPENDITURE</u></b>					
TRANSFER TO ROAD CIP (465)	\$ 1,699,056	\$ 1,647,087	\$ 737,717	\$ 1,150,336	\$ 775,200
CONTINGENCY	\$ 2,958,282	\$ 2,840,965	\$ 3,714,486	\$ 4,296,669	\$ 5,370,515
<b>TOTAL SDC FUND (336) EXPENDITURE</b>	<b>\$ 4,657,338</b>	<b>\$ 4,488,052</b>	<b>\$ 4,452,203</b>	<b>\$ 5,447,005</b>	<b>\$ 6,145,715</b>
<b><u>ROAD CIP FUND (465) REVENUE</u></b>					
BEGIN FUND BALANCE	\$ 15,387,122	\$ 7,380,414	\$ 1,326,977	\$ 898,709	\$ 1,626,609
TRANSFER FROM ROAD FUND (325)	\$ 7,932,225	\$ 8,949,197	\$ 10,404,103	\$ 11,842,211	\$ 13,263,013
TRANSFER FROM SDC FUND (325)	\$ 1,699,056	\$ 1,647,087	\$ 737,717	\$ 1,150,336	\$ 775,200
ODOT FUND EX	\$ 884,712	\$ 884,712	\$ 884,712	\$ 884,712	\$ 884,712
OTHER GRANTS	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 500,000
INTEREST (1%)	\$ 500,000	\$ 124,563	\$ 133,535	\$ 147,760	\$ 165,495
<b>TOTAL ROAD CIP (465) REVENUE</b>	<b>\$ 26,403,115</b>	<b>\$ 18,985,972</b>	<b>\$ 13,987,045</b>	<b>\$ 15,423,728</b>	<b>\$ 17,215,029</b>
<b><u>ROAD CIP FUND (465) EXPENDITURE</u></b>					
CAPITAL OUTLAY	\$ 18,910,997	\$ 17,536,100	\$ 13,018,400	\$ 13,720,000	\$ 11,760,000
MATERIALS & SERVICES (0.5%)	\$ 111,704	\$ 122,895	\$ 69,935	\$ 77,119	\$ 86,075
CONTINGENCY	\$ 7,380,414	\$ 1,326,977	\$ 898,709	\$ 1,626,609	\$ 5,368,954
<b>TOTAL ROAD CIP FUND (465) EXPENDITURE</b>	<b>\$ 26,403,115</b>	<b>\$ 18,985,972</b>	<b>\$ 13,987,045</b>	<b>\$ 15,423,728</b>	<b>\$ 17,215,029</b>





**FIGURE 2 – FY 2026-2030 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:

### **TRANSPORTATION SYSTEM**

Includes major road improvement projects identified in TSP, special studies, or funding agreements. Also includes County contributions to ODOT state highway projects.

### **PAVEMENT PRESERVATION**

Includes contracted pavement preservation projects identified in the Department's pavement management system.

### **TRAFFIC SAFETY**

Includes contracted safety improvements, including signage, guardrail, and delineation, to bring assets in compliance with current state or federal standards.

### **BRIDGE CONSTRUCTION**

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 2026 through Fiscal Year 2030.

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.

**2026**

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

## **APPENDIX A**

### **FY 2026-2030 CIP SUMMARY**



# ROAD DEPARTMENT

## 5-YEAR ROAD CAPITAL IMPROVEMENT PLAN FY 2026 - FY 2030

UPDATED: MARCH 12, 2025

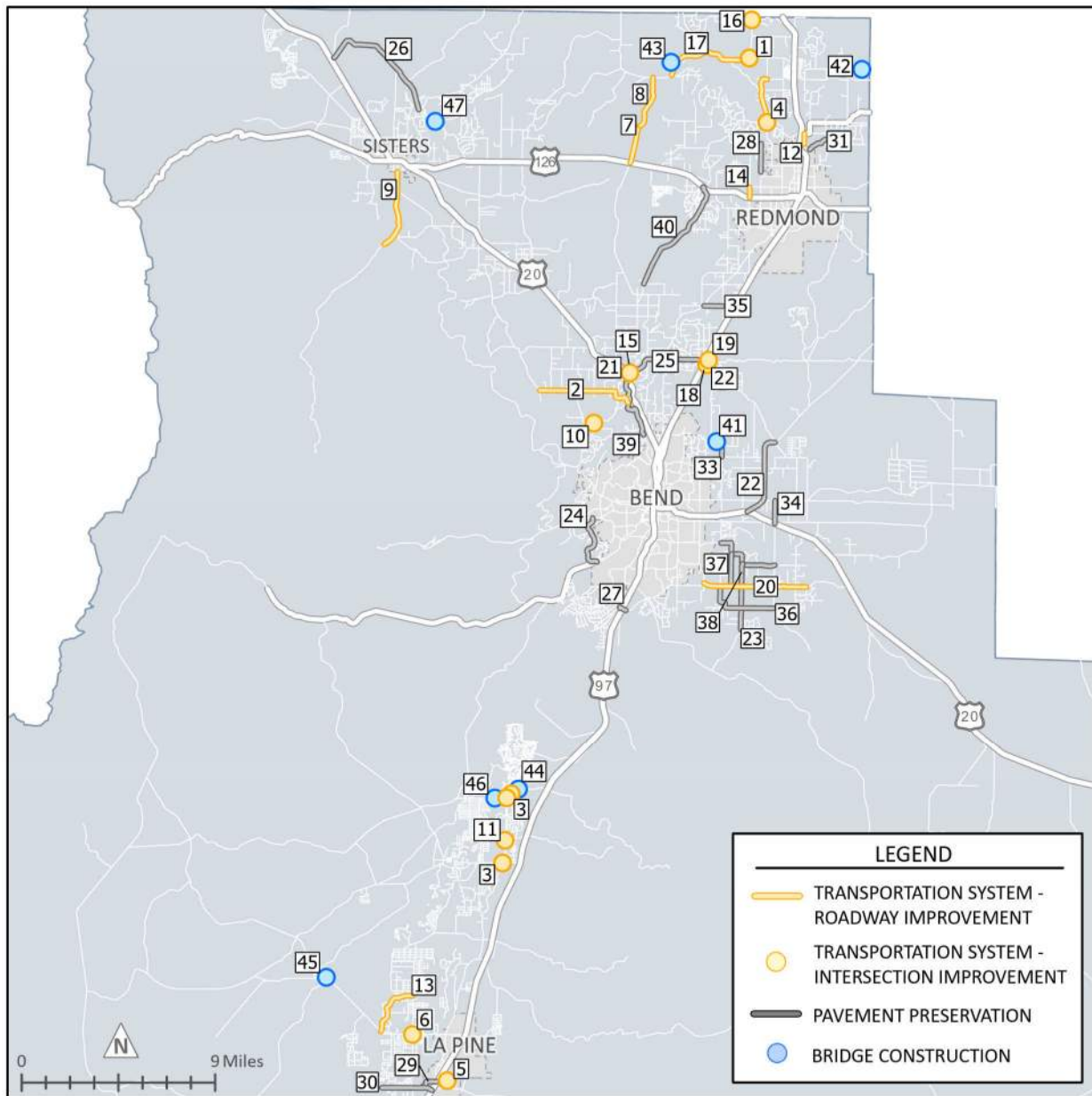
PROGRAM	PROJECT	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	CIP PROJECT TOTALS
TRANSPORTATION SYSTEM	NW LOWER BRIDGE WAY / NW 43RD ST INTERSECTION IMPROVEMENT	\$ 810,844	\$ 1,800,000	\$ -	\$ -	\$ -	\$ 2,610,844
	TUMALO RESERVOIR RD: O.B. RILEY RD TO SISEMORE RD	\$ 4,846,453	\$ -	\$ -	\$ -	\$ -	\$ 4,846,453
	S CENTURY DRIVE: SUNRIVER CORRIDOR INTERSECTION IMPROVEMENTS	\$ 4,012,300	\$ 5,238,000	\$ -	\$ -	\$ -	\$ 9,250,300
	LA PINE UIC STORMWATER IMPROVEMENTS	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000
	NORTHWEST WAY/NW COYNER AVE INTERSECTION IMP. & PAVING	\$ 1,085,000	\$ 948,100	\$ -	\$ -	\$ -	\$ 2,033,100
	BURGESS RD/DAY RD TRAFFIC SIGNAL	\$ 90,000	\$ 820,000	\$ -	\$ -	\$ -	\$ 910,000
	BUCKHORN RD: HWY 126 TO MP 1.6 (FLAP)	\$ 83,400	\$ 565,700	\$ -	\$ -	\$ -	\$ 649,100
	BUCKHORN RD: MP 1.6 TO LOWER BRIDGE WAY	\$ 250,000	\$ 1,030,000	\$ 3,000,000	\$ -	\$ -	\$ 4,280,000
	THREE CREEKS RD: SISTERS CITY LIMITS TO FS BOUNDARY (FLAP)	\$ -	\$ 40,300	\$ 293,400	\$ -	\$ -	\$ 333,700
	S CENTURY DR / VANDEVERT RD ROUNDABOUT	\$ -	\$ 200,000	\$ 350,000	\$ 2,300,000	\$ 300,000	\$ 3,150,000
	JOHNSON RD / TYLER RD INTERSECTION IMPROVEMENT	\$ -	\$ 194,000	\$ 480,000	\$ -	\$ -	\$ 674,000
	N CANAL BLVD: ONEIL HWY TO REDMOND CITY LIMITS	\$ -	\$ -	\$ 80,000	\$ 730,000	\$ -	\$ 810,000
	SUNRISE BLVD IMPROVEMENT	\$ -	\$ -	\$ 120,000	\$ 1,181,000	\$ 500,000	\$ 1,801,000
	SW HELMHOLTZ WAY: OR126 TO ANTLER AVE IMPROVEMENT	\$ -	\$ -	\$ 130,000	\$ 782,000	\$ 200,000	\$ 1,112,000
	CLINE FALLS HWY / COOK AVE / TUMALO RD INTERSECTION IMPROVEMENT	\$ -	\$ -	\$ 250,000	\$ 1,070,000	\$ 1,200,000	\$ 2,520,000
	NW 43RD ST / NW CHINOOK DR / NW POVEY AVE INTERSECTION IMP.	\$ -	\$ -	\$ 150,000	\$ 525,000	\$ 450,000	\$ 1,125,000
	NW LOWER BRIDGE WAY: NW 43RD ST TO TEATER AVE IMPROVEMENT	\$ -	\$ -	\$ -	\$ 300,000	\$ 650,000	\$ 950,000
	DESCHUTES MARKET RD / GREYSTONE LANE INTERSECTION	\$ -	\$ -	\$ -	\$ 200,000	\$ 350,000	\$ 550,000
	GREYSTONE LANE / PLEASANT RIDGE RD INTERSECTION	\$ -	\$ -	\$ -	\$ 200,000	\$ 300,000	\$ 500,000
	TUMALO SIDEWALK IMPROVEMENTS	\$ -	\$ -	\$ -	\$ 80,000	\$ 200,000	\$ 280,000
	RICKARD RD: KNOTT RD TO BOZEMAN TRAIL IMPROVEMENT	\$ -	\$ -	\$ -	\$ 200,000	\$ 950,000	\$ 1,150,000
PAVEMENT PRESERVATION	POWELL BUTTE HWY: MCGRATH RD TO US 20	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000
	TUMALO RD	\$ 1,760,000	\$ -	\$ -	\$ -	\$ -	\$ 1,760,000
	SKYLINE RANCH RD: CENTURY DR TO CITY LIMITS	\$ 1,370,000	\$ -	\$ -	\$ -	\$ -	\$ 1,370,000
	HORSE BUTTE RD	\$ 1,023,000	\$ -	\$ -	\$ -	\$ -	\$ 1,023,000
	KNOTT RD / BAKER RD: US97 INTERCHANGE	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
	INDIAN FORD RD	\$ 740,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,740,000
	NW 35TH ST	\$ -	\$ 680,000	\$ -	\$ -	\$ -	\$ 680,000
	KING WAY	\$ -	\$ 500,000	\$ 450,000	\$ -	\$ -	\$ 950,000
	3RD ST / WALKER ST / PENGRA ST / 5TH ST (LA PINE)	\$ -	\$ 500,000	\$ 200,000	\$ -	\$ -	\$ 700,000
	6TH ST (LA PINE)	\$ -	\$ 710,000	\$ 500,000	\$ -	\$ -	\$ 1,210,000
	WARD RD: STEVENS RD TO GOSNEY RD	\$ -	\$ -	\$ 1,700,000	\$ -	\$ -	\$ 1,700,000
	HAMEHOOK RD	\$ -	\$ -	\$ 1,000,000	\$ 400,000	\$ -	\$ 1,400,000
	BYRAM RD	\$ -	\$ -	\$ 500,000	\$ 200,000	\$ -	\$ 700,000
	SW YOUNG AVE: 61ST ST TO S CANAL BLVD	\$ -	\$ -	\$ 500,000	\$ 300,000	\$ -	\$ 800,000
	ARNOLD MARKET ROAD	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
	LARSEN RD	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ 700,000
	BILLADEAU RD	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ 700,000
	O.B. RILEY RD: CITY LIMITS TO US20	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
	CLINE FALLS HWY: NEWCOMB RD TO OR 126	\$ -	\$ -	\$ -	\$ -	\$ 2,600,000	\$ 2,600,000
	SLURRY SEAL	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000
	MISC. LOCAL ROAD PAVEMENT PRESERVATION	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000
TRAFFIC SAFETY	SIGNAGE IMPROVEMENTS	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000
	GUARDRAIL IMPROVEMENTS	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000
	ADA TRANSITION PLAN	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 300,000
BRIDGE CONSTRUCTION	HAMEHOOK RD BRIDGE #17C32 REPLACEMENT	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000
	LOWER BRIDGE WAY BRIDGE #15450A REPAIR	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
	S CENTURY DR BRIDGE #16181 REHABILITATION	\$ 300,000	\$ 810,000	\$ 1,300,000	\$ -	\$ -	\$ 2,410,000
	BURGESS RD BRIDGE #09C783 REPLACEMENT	\$ -	\$ 100,000	\$ 615,000	\$ 1,452,000	\$ -	\$ 2,167,000
	SPRING RIVER RD (HARPER) BRIDGE #17923 REHABILITATION	\$ -	\$ -	\$ -	\$ 100,000	\$ 430,000	\$ 530,000
	CAMP POLK RD BRIDGE #09C04A REPLACEMENT	\$ -	\$ -	\$ -	\$ -	\$ 330,000	\$ 330,000

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	CIP TOTAL
FY TOTAL CIP PROJECT COST	\$ 18,910,997	\$ 17,536,100	\$ 13,018,400	\$ 13,720,000	\$ 11,760,000	\$ 74,945,497
FY TOTAL - TRANSPORTATION SYSTEM	\$ 11,527,997	\$ 10,836,100	\$ 4,853,400	\$ 7,568,000	\$ 5,100,000	\$ 39,885,497
FY TOTAL - PAVEMENT PRESERVATION	\$ 6,543,000	\$ 5,390,000	\$ 5,850,000	\$ 4,300,000	\$ 5,600,000	\$ 27,683,000
FY TOTAL - TRAFFIC SAFETY	\$ 400,000	\$ 400,000	\$ 400,000	\$ 300,000	\$ 300,000	\$ 1,800,000
FY TOTAL - BRIDGE CONSTRUCTION	\$ 440,000	\$ 910,000	\$ 1,915,000	\$ 1,552,000	\$ 760,000	\$ 5,577,000

## **APPENDIX B**

### **FY 2026-2030 CIP PROGRAM MAPS**

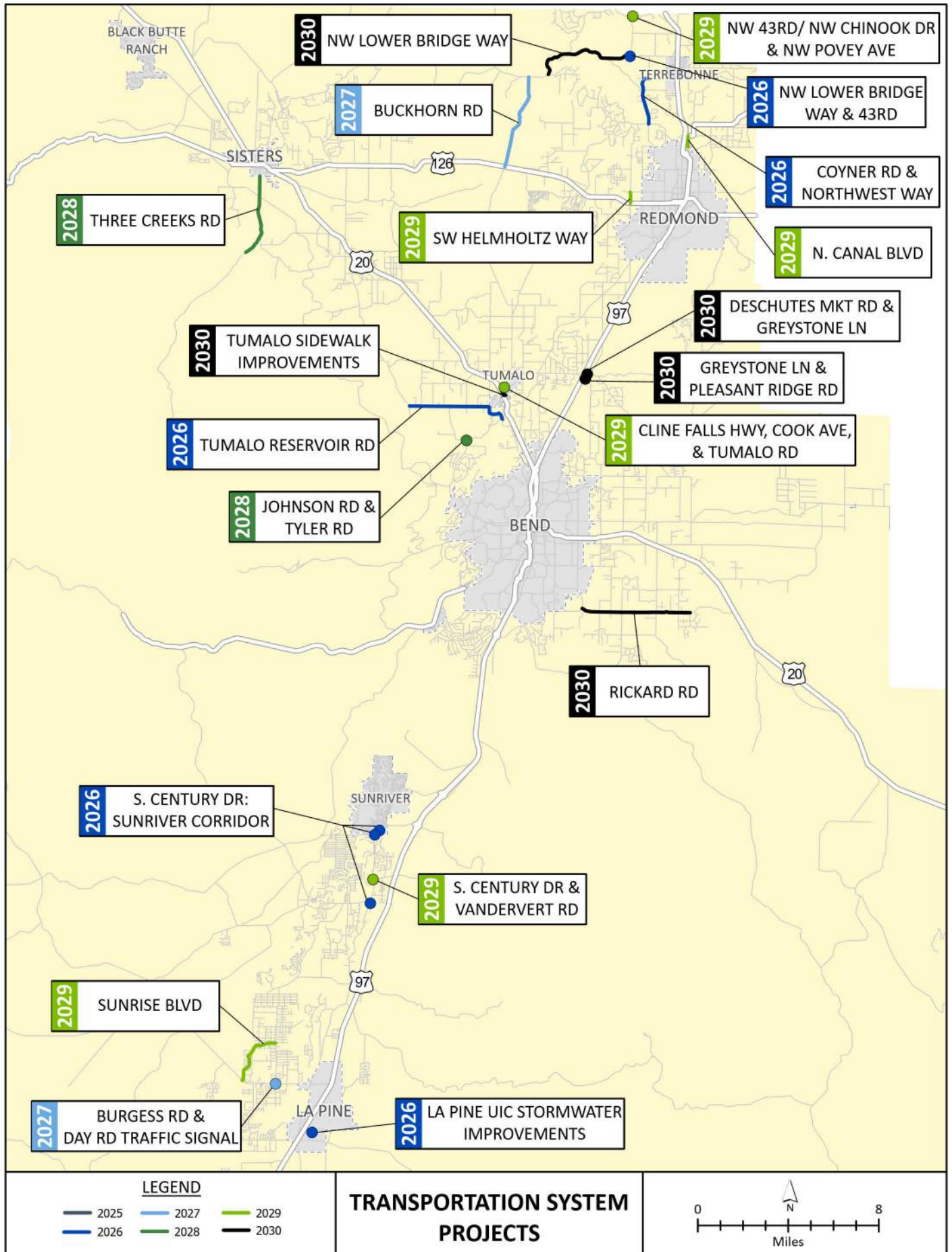




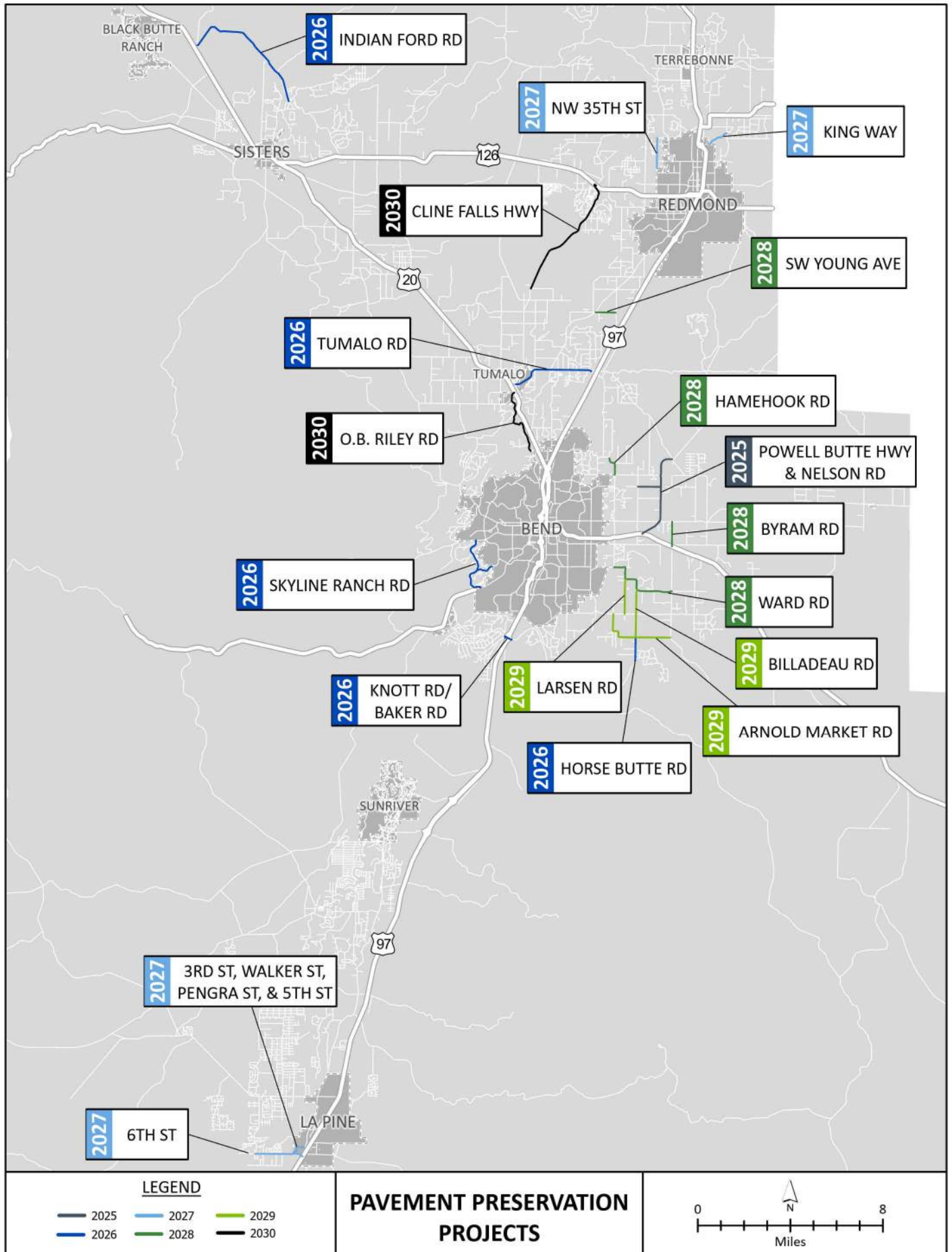
## DESCHUTES COUNTY ROAD DEPARTMENT CAPITAL IMPROVEMENT PROJECTS 5-YEAR PLAN

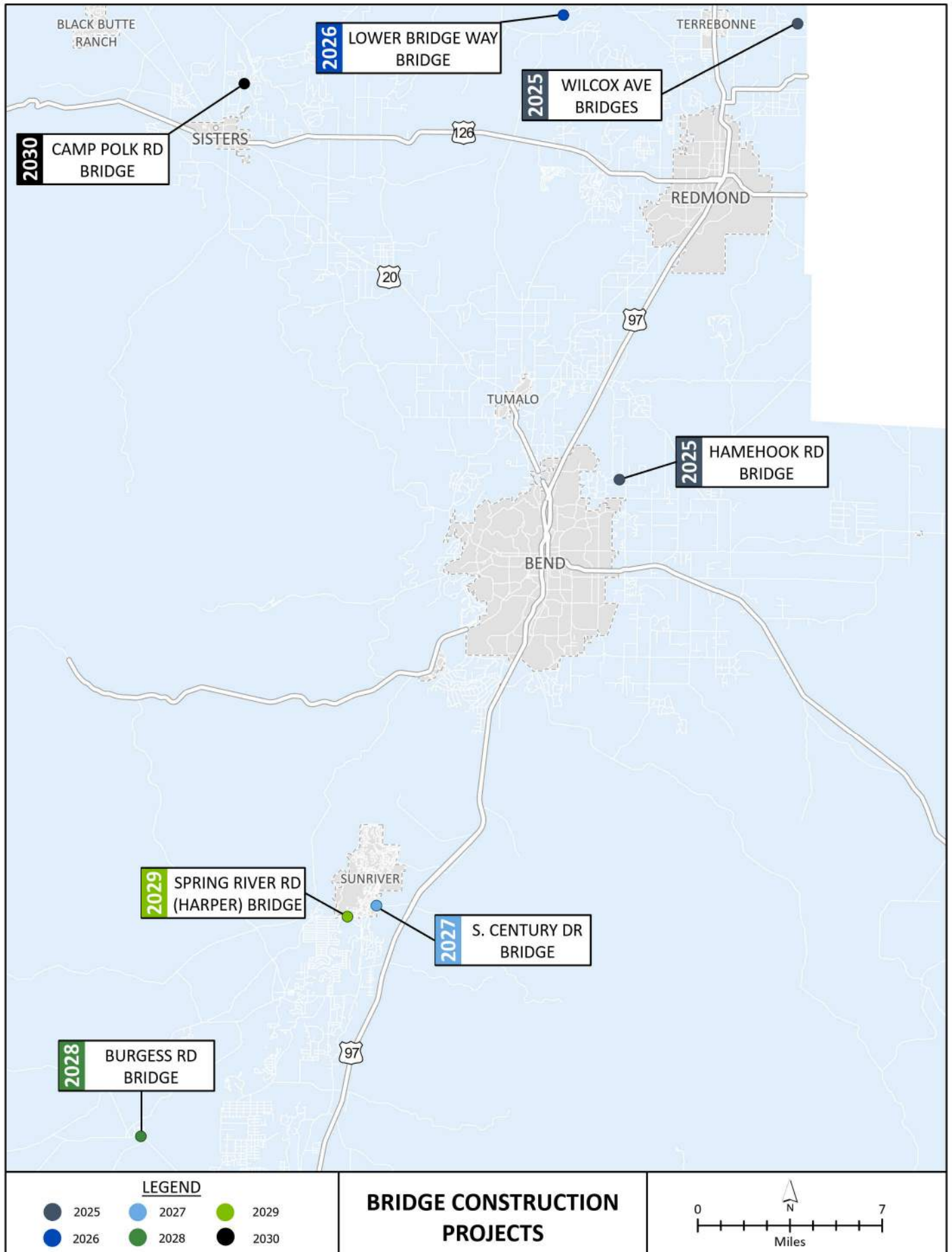
Fiscal Years 2026 - 2030

TRANSPORTATION SYSTEM	
YEAR	NAME
1. 2026:	NW Lower Bridge Way/ 43rd Intersection
2. 2026:	Tumalo Reservoir Rd: O.B. Riley Rd to Sisemore Rd
3. 2026:	S Century Drive: Sunriver Corridor Intersections
4. 2026:	Northwest Way/ NW Coyner Ave Intersection
5. 2026:	La Pine UIC Stormwater Improvements
6. 2027:	Burgess Road/ Day Road Traffic Signal
7. 2027:	Buckhorn Rd: Hwy 126 - MP 1.6, FLAP
8. 2027:	Buckhorn Rd: MP 1.6 - Lower Bridge Way
9. 2028:	Three Creeks Rd: Sisters City Limits-FS Boundary, FLAP
10. 2028:	Johnson Rd/ Tyler Rd Intersection
11. 2029:	S. Century Dr./ Vandervert Rd Roundabout
12. 2029:	N. Canal Blvd: Redmond City Limits to Oneil Hwy
13. 2029:	Sunrise Blvd
14. 2029:	SW Helmholtz Way: OR 126 to Antler Ave.
15. 2029:	Cline Falls Hwy/ Cook Ave/ Tumalo Rd Intersection
16. 2029:	NW 43rd St/ NW Chinook Dr/ NW Povey Ave Intersection
17. 2030:	NW Lower Bridge Way: 43rd to Teater Ave
18. 2030:	Deschutes Market Rd/ Greystone Ln Intersection
19. 2030:	Greystone Ln/ Pleasant Ridge Intersection
20. 2030:	Rickard Rd: Knott Rd to Bozeman Trail Improvement
21. 2030:	Tumalo Sidewalk Improvements
PAVEMENT PRESERVATION	
YEAR	NAME
22. 2025:	Powell Butte Hwy: McGrath Rd-US
23. 2026:	Horse Butte Rd
24. 2026:	Skyline Ranch Rd: Century Dr.-City Limits
25. 2026:	Tumalo Rd
26. 2026:	Indian Ford Rd
27. 2026:	Knott Rd/Baker Rd: US 97 Interchange
28. 2027:	NW 35th St
29. 2027:	3rd St, Walker St, Pengra St, & 5th St (La Pine)
30. 2027:	6th St (La Pine)
31. 2027:	King Way
32. 2028:	Ward Rd: Stevens Rd-Gosney Rd
33. 2028:	Hamehook Rd
34. 2028:	Byram Rd
35. 2028:	SW Young Ave: 61st St to S. Canal BLVD
36. 2029:	Arnold Market Rd
37. 2029:	Larsen Rd
38. 2029:	Billadeau Rd
39. 2030:	O.B. Riley Rd: City Limits to US 20
40. 2030:	Cline Falls Hwy: Newcomb Rd to OR 126
BRIDGE CONSTRUCTION	
YEAR	NAME
41. 2025:	Hamehook Rd Bridge
42. 2025:	Wilcox Ave Bridges
43. 2026:	Lower Bridge Way Bridge
44. 2027:	S. Century Dr Bridge
45. 2028:	Burgess Rd Bridge
46. 2029:	Spring River Rd (Harper) Bridge
47. 2030:	Camp Polk Rd Bridge









## **APPENDIX C**

### **PROJECT INFORMATION SHEETS AND LOCATION MAPS**



## 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.



**Project Justification:** Deschutes County TSP 2020-2040: Project CI-7 (High Priority)

Road Name: NW Lower Bridge Way

NW 43rd Street

**Functional Classification:** Rural Arterial

Rural Collector

*Average Daily Traffic (ADT):* 8,071 vehicles/day (2023)

7,060 vehicles/day (2023)

## SCOPE OF WORK

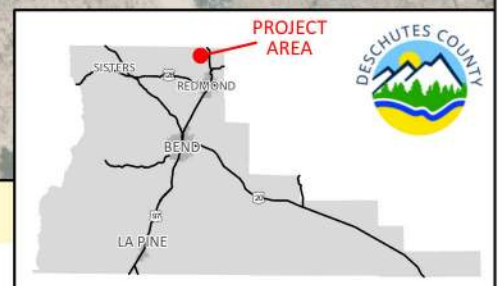
- Improving intersection operations at the intersection of NW Lower Bridge Way / NW 43rd Street based on results of a safety and capacity analysis
- Revising intersection geometry to improve safety for vehicular and bicycle traffic
- Installing new pavement markings and signage

## FUNDING

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$13,743	\$113,049	\$300,000	\$210,844	-	\$637,636
RIGHT OF WAY	-	-	-	-	-	\$0
CONSTRUCTION	-	-	-	\$600,000	\$1,800,000	\$2,400,000
<b>TOTAL</b>	\$13,743	\$113,049	\$300,000	\$810,844	\$1,800,000	<b>\$3,037,636</b>

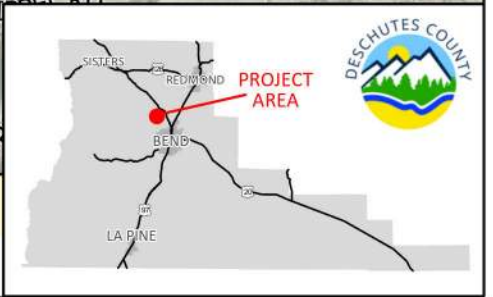
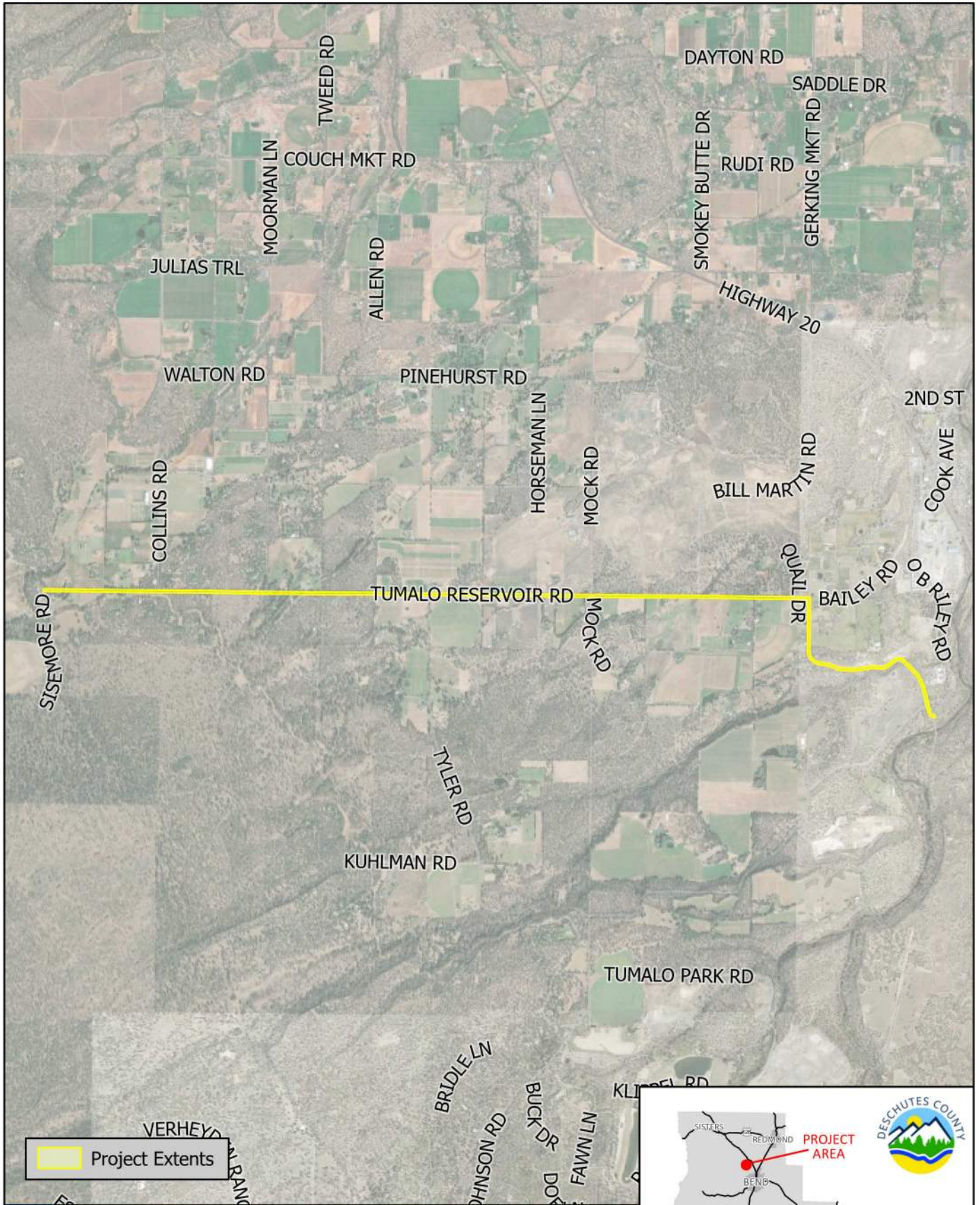
## SCHEDULE

[illegible]



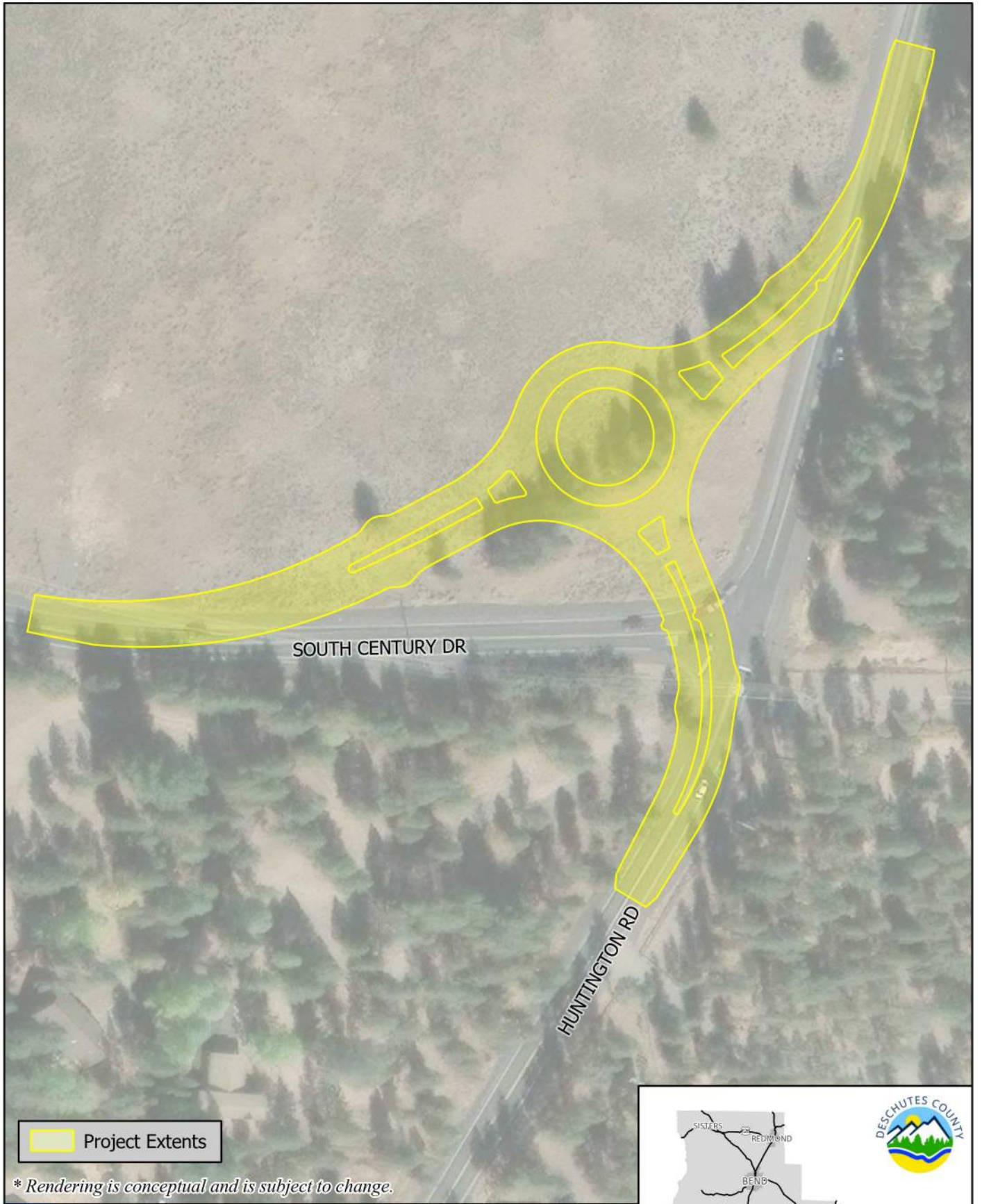













 Project Extents

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



2026

## TRANSPORTATION SYSTEM PROJECT

S. CENTURY DR: SUNRIVER CORRIDOR (HUNTINGTON RD ROUNDABOUT)





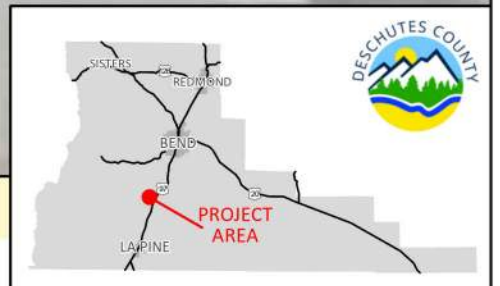


*\* Rendering is conceptual and is subject to change.*

2026

## TRANSPORTATION SYSTEM PROJECT

S. CENTURY DR: SUNRIVER 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

- Modify or decommission Underground Injection Control (UIC) facilities to maintain compliance with DEQ regulations
- Construct new stormwater conveyance structures
- Install new stormwater inlets

### FUNDING

	FY 2025	FY 2026	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	\$0
RIGHT OF WAY	-	-	\$0
CONSTRUCTION	\$240,000	\$350,000	\$590,000
<b>TOTAL</b>	<b>\$240,000</b>	<b>\$350,000</b>	<b>\$590,000</b>

### SCHEDULE

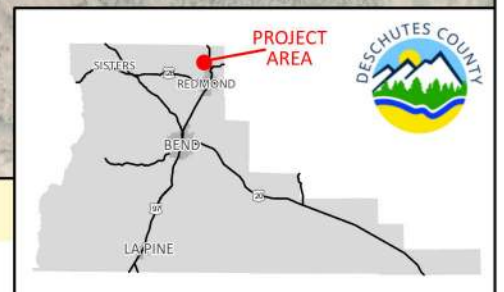
	FY 2025				FY 2026			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								

## An aerial photograph showing a two-lane road with a yellow center line and white edge lines. The road runs vertically through the center of the frame. At approximately one-third of the way down, there is a T-junction where a road from the left crosses the main road. A dark-colored car is stopped at this junction. Further down the main road, about halfway, there is a four-way intersection. A car is visible in the distance on the main road, approaching the intersection. The surrounding landscape is mostly green fields. To the left of the road, there are some trees and a small body of water or wetland area. To the right, there are scattered farm buildings, including a red barn, and more trees. The background shows a line of trees and a hazy horizon under a cloudy sky.

2,327 vehicles/day (2022)

[illegible]





## 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. The intersection also lacks appropriate pedestrian facilities.



*Project Justification:*

Deschutes County TSP 2020-2040: Project CI-5 (High Priority)  
Identified as Safety Priority Index System (SPIS) site by ODOT

*Road Name:*

Burgess Road

Day Road

*Functional Classification:*

Rural Arterial

Rural Collector

*Average Daily Traffic (ADT):*

5,130 vehicles/day (2023)

4,415 vehicles/day (2022)

### SCOPE OF WORK

- Installing traffic signals on all approaches
- Installing pedestrian walks, ramps and pushbuttons
- Installing new Signs, Striping and Illumination
- Clearing roadside obstructions

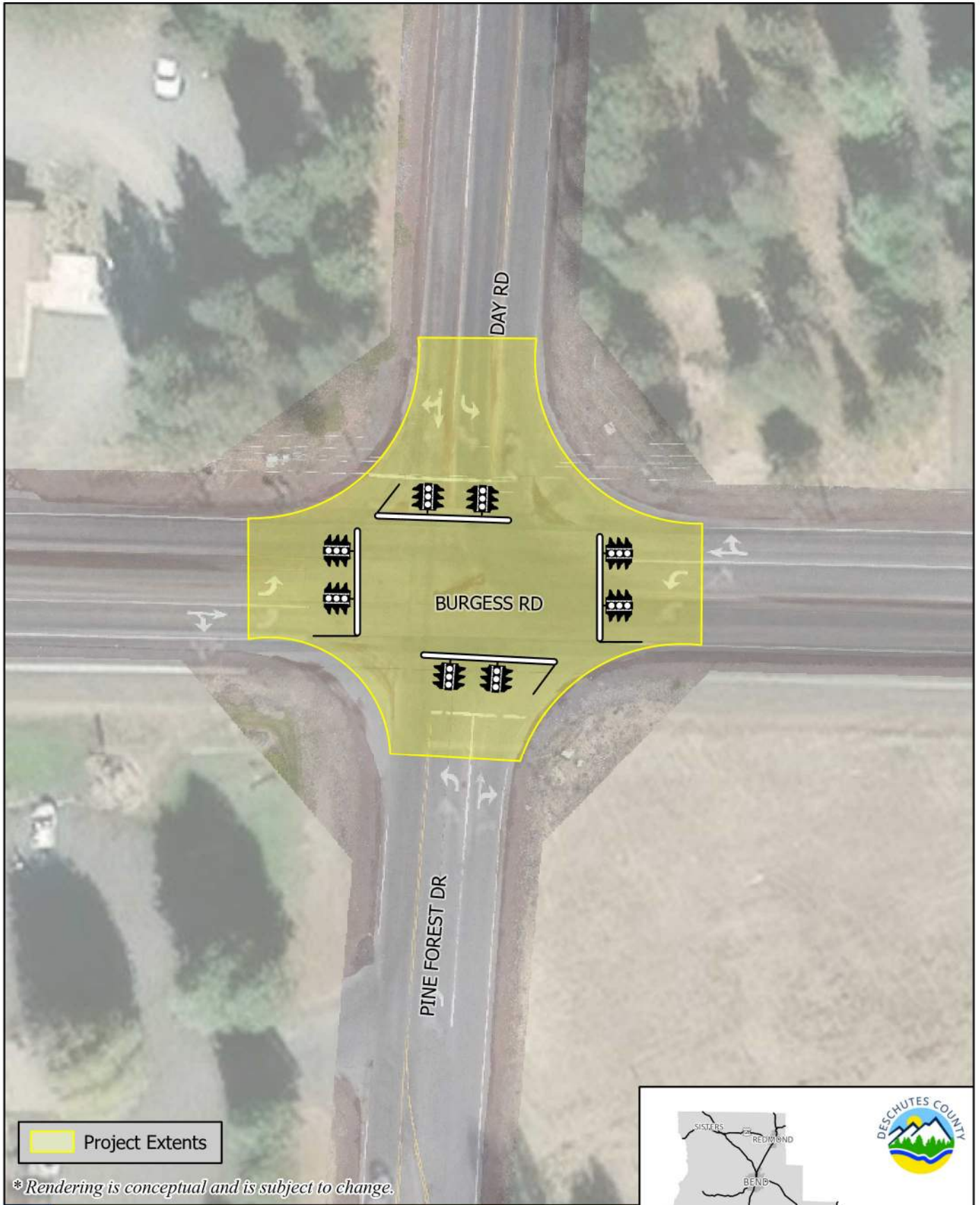
### FUNDING

	FY 2026	FY 2027	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$90,000	-	\$90,000
RIGHT OF WAY	-	-	\$0
CONSTRUCTION	-	\$820,000	\$820,000
<b>TOTAL</b>	<b>\$90,000</b>	<b>\$820,000</b>	<b>\$910,000</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								







## Buckhorn Road: Hwy 126 to M.P. 1.6 Improvement

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

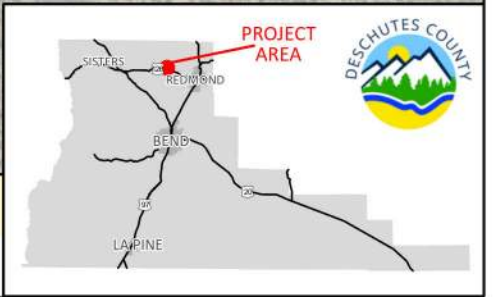
### FUNDING

	FY 2026	FY 2027	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$83,400	\$0	\$83,400
RIGHT OF WAY	\$0	\$0	\$0
CONSTRUCTION	\$0	\$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.

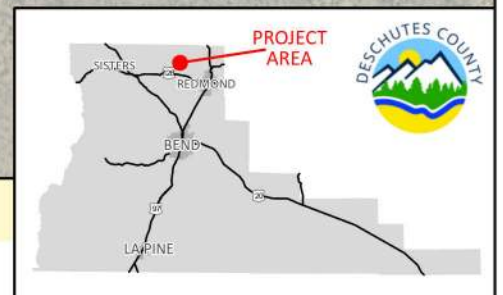
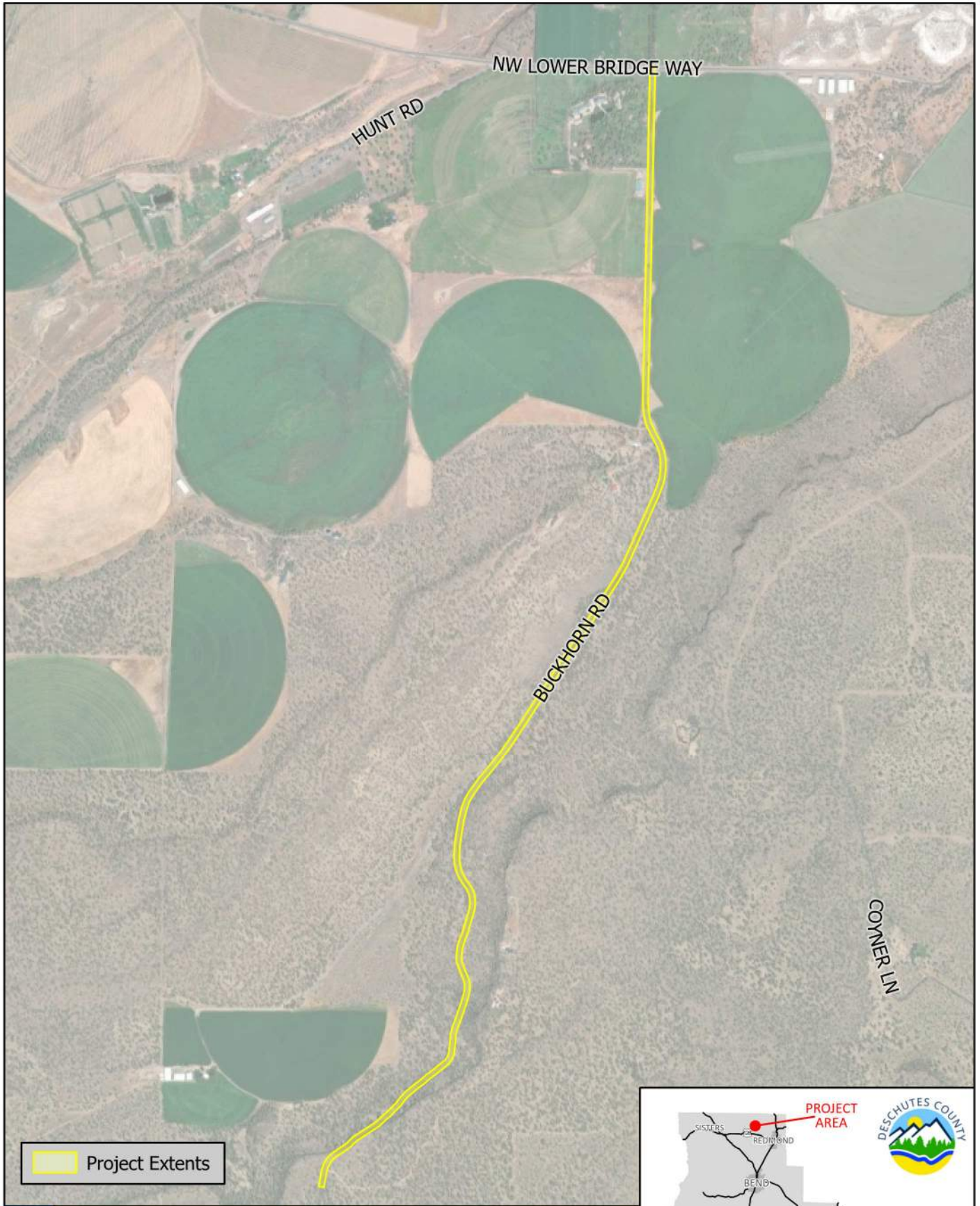
### SCHEDULE

	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								









### 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**

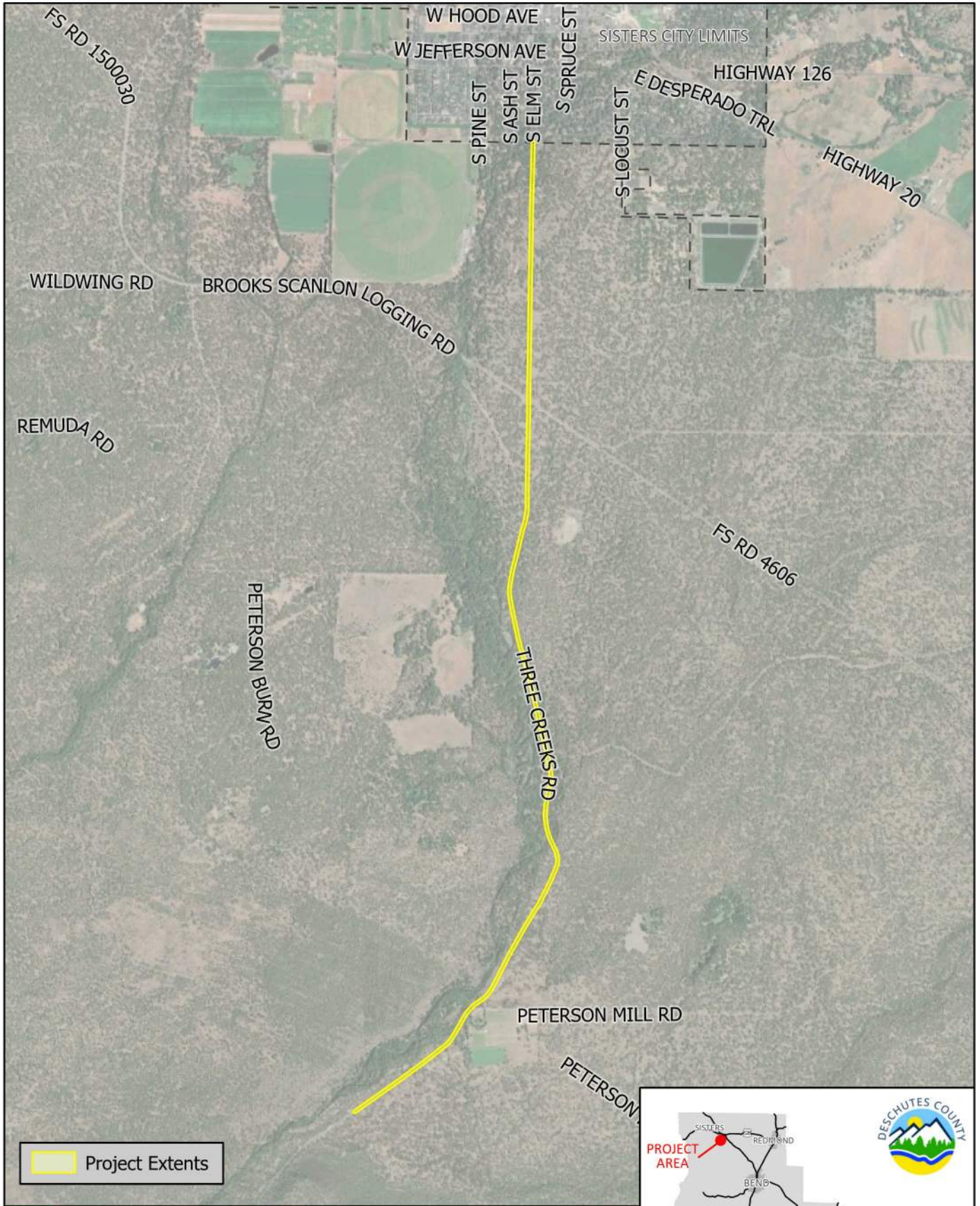
	FY 2027	FY 2028	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$40,300	\$0	\$40,300
RIGHT OF WAY	\$0	\$0	\$0
CONSTRUCTION	\$0	\$293,400	\$293,400
<b>TOTAL</b>	<b>\$40,300</b>	<b>\$293,400</b>	<b>\$333,700</b>

\*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								













## 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 aggregate material sources. Both roadways also experience significant commuter and recreational traffic, and are both part of the Twin Bridges Scenic Bikeway.



The existing 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	Tyler Road
<i>Functional Classification:</i>	Rural Collector	Rural Local
<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 vehicular safety and improve accommodation for oversize trucks
- 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	\$140,000	-	\$140,000
RIGHT OF WAY	\$54,000	-	\$54,000
CONSTRUCTION	-	\$480,000	\$480,000
<b>TOTAL</b>	<b>\$194,000</b>	<b>\$480,000</b>	<b>\$674,000</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



## 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 – 45 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 accommodate shoulder bikeways and 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	\$80,000	\$50,000	\$130,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$680,000	\$680,000
<b>TOTAL</b>	<b>\$80,000</b>	<b>\$730,000</b>	<b>\$810,000</b>

### SCHEDULE

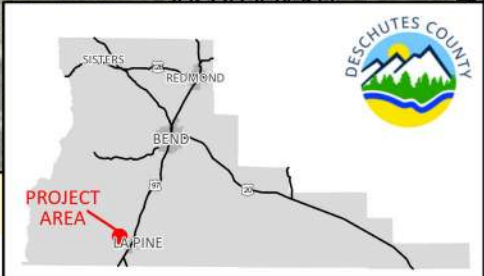
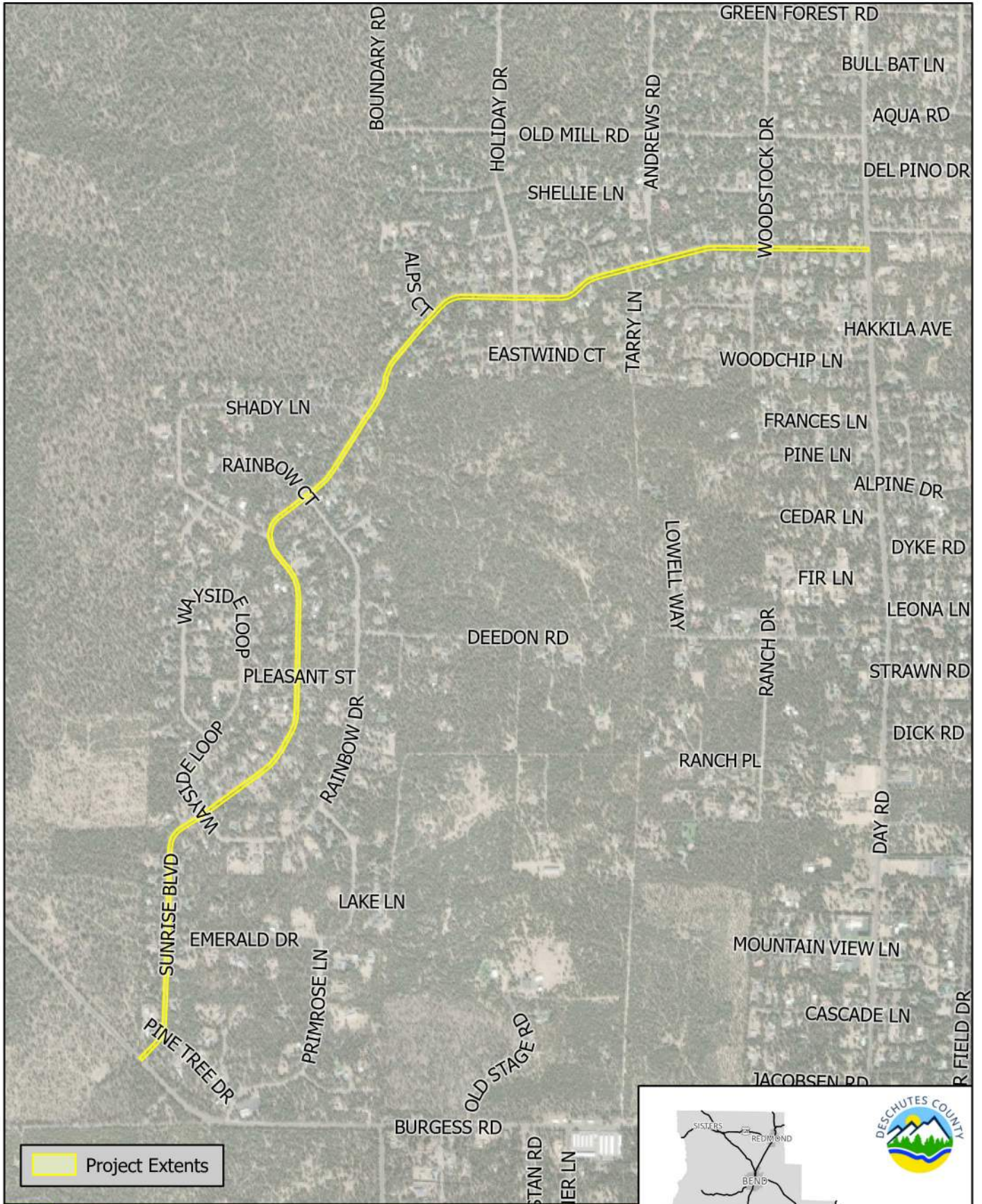
	FY 2028				FY 2029			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								





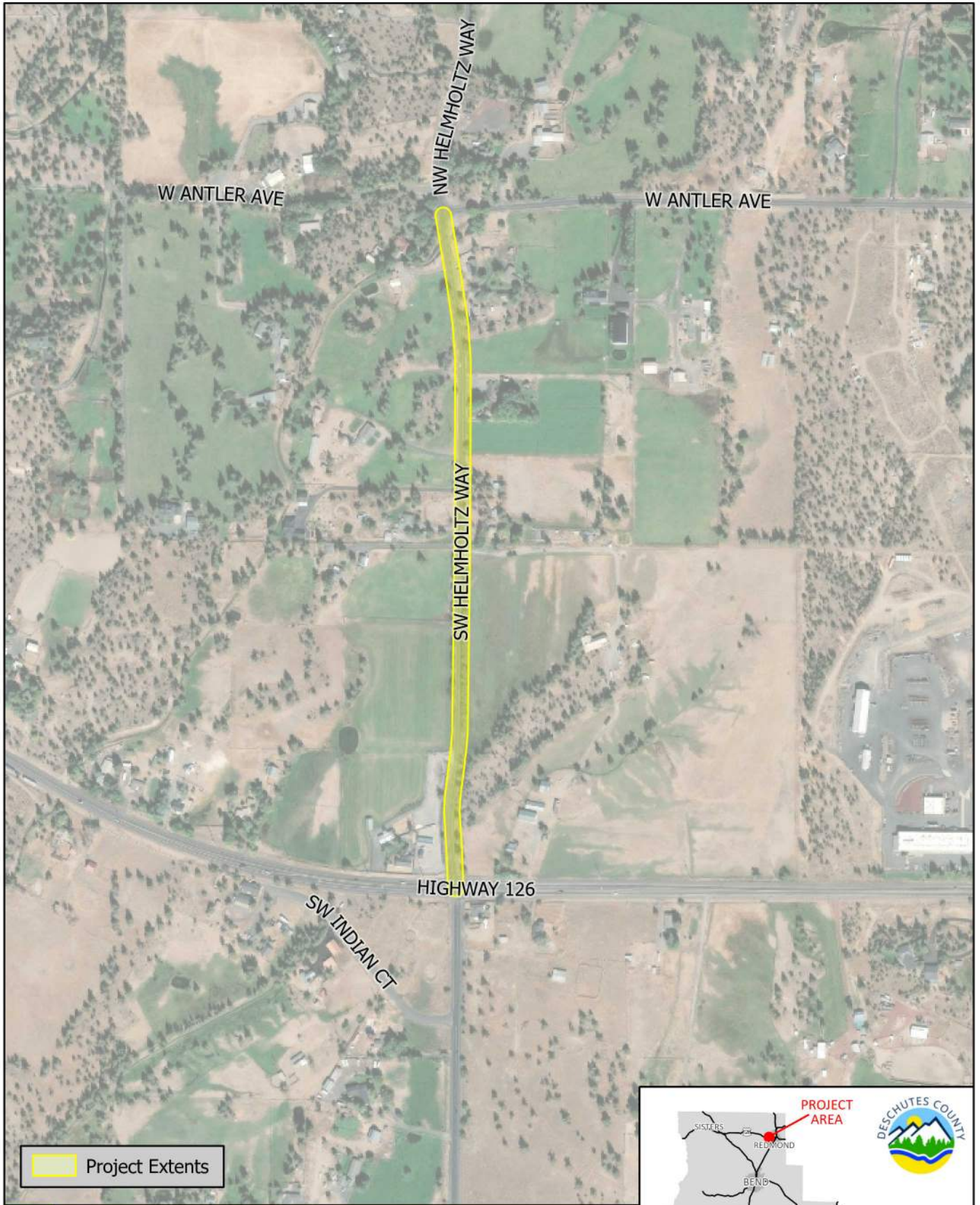












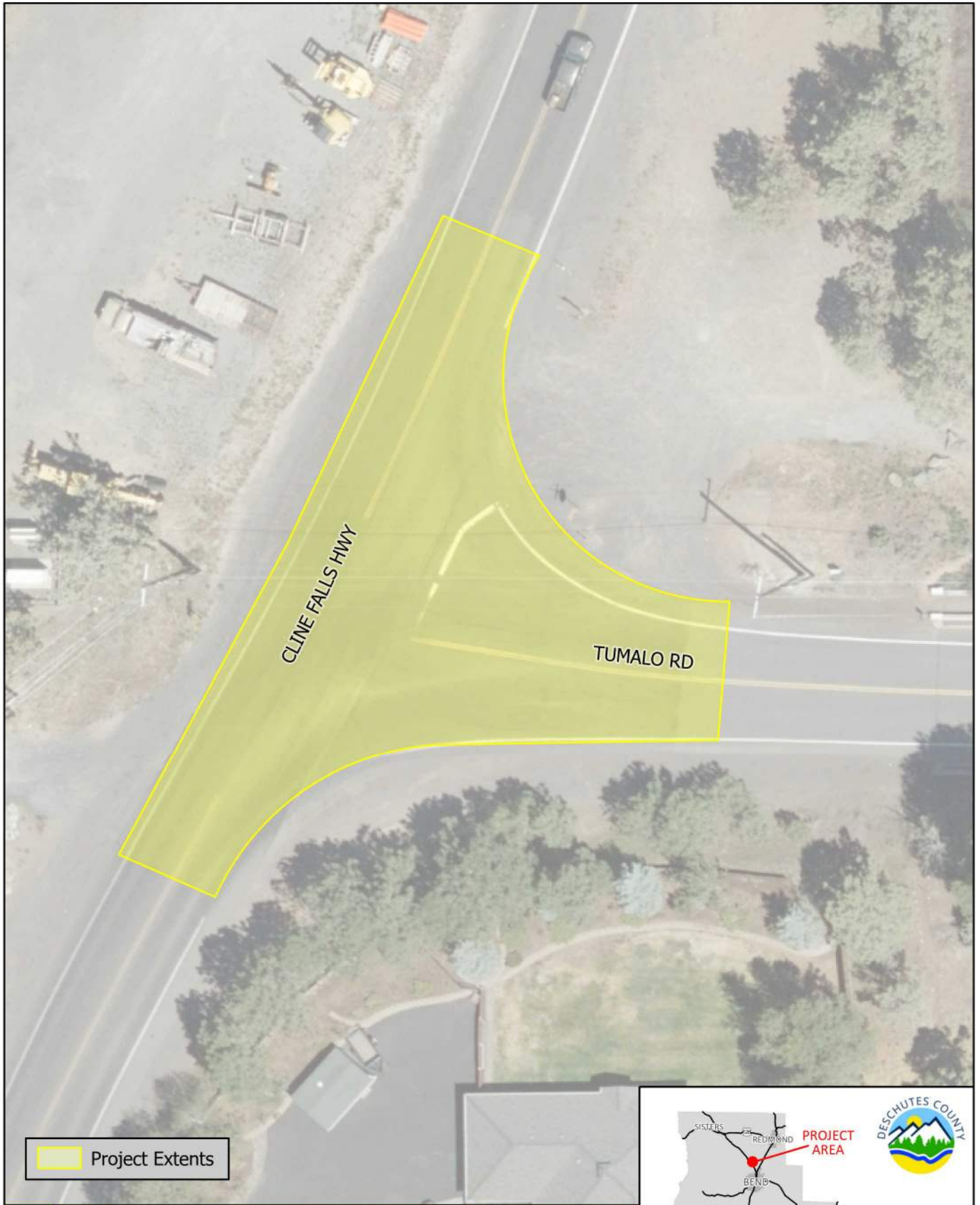
2029

## TRANSPORTATION SYSTEM PROJECT

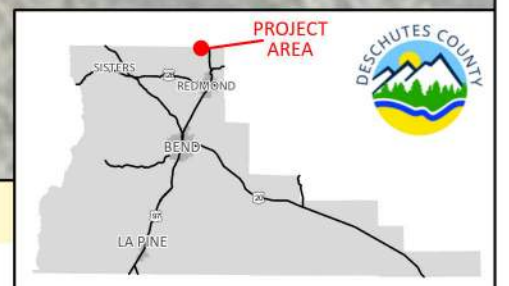
SW HELMHOLTZ WAY: OR 126 TO ANTLER AVE













## 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 77 to 86 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)  
Part of Sisters to Smith Rock State Scenic Bikeway

*Road Name:*

NW Lower Bridge Way

*Functional Classification:*

Rural Collector

*Average Daily Traffic (ADT):*

1,129 vehicles/day (2022)

### SCOPE OF WORK

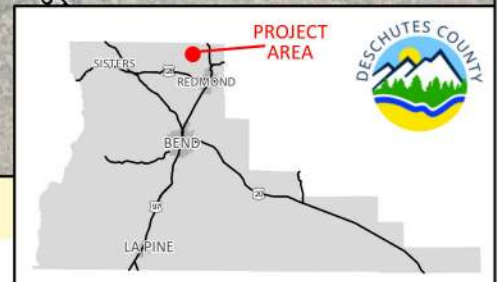
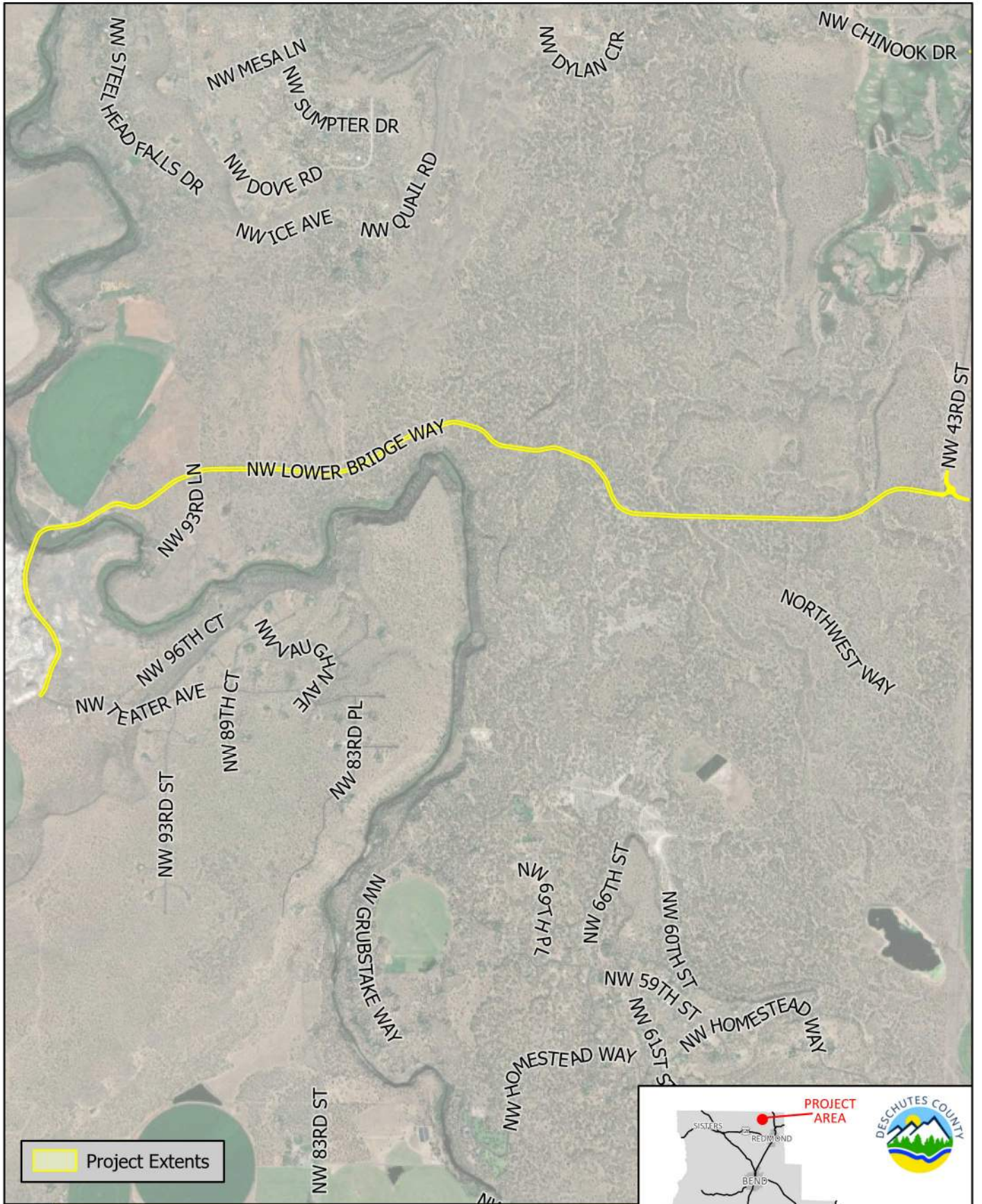
- Widening of NW Lower Bridge Way to accommodate paved bikeways
- Paving of NW Lower Bridge Way between NW 43<sup>rd</sup> Street and Teater Avenue
- Safety improvements – Signing, Guardrail, Striping and Delineation
- Removal of roadside hazards

### FUNDING

	FY 2029	FY 2030	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$300,000	\$150,000	\$450,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$500,000	\$500,000
<b>TOTAL</b>	<b>\$300,000</b>	<b>\$650,000</b>	<b>\$950,000</b>

### SCHEDULE

	FY 2029				FY 2030			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



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.



*Project Justification:* Deschutes County TSP 2020-2040: Project CI-11 (Medium Priority)

*Road Name:* Deschutes Market Road Graystone Lane

*Functional Classification:* Rural Arterial Rural Arterial

*Average Daily Traffic (ADT):* 9,571 vehicles/day (2022) 3,859 vehicles/day (2022)

### SCOPE OF WORK

- Reconfiguring intersection to better accommodate predominant traffic movements and improve safety
- Constructing new asphalt concrete pavement
- Installing new Signage, Delineation and Pavement Markings
- Installing new guardrail

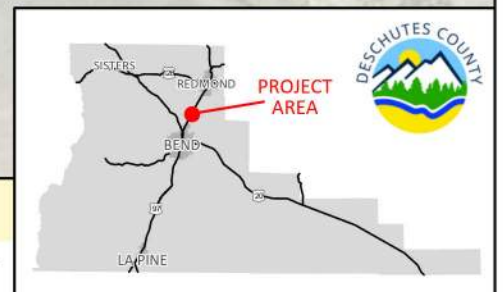
### FUNDING

	FY 2029	FY 2030	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$200,000	\$250,000	\$450,000
RIGHT OF WAY	-	\$100,000	\$100,000
CONSTRUCTION	-	-	-
<b>TOTAL</b>	<b>\$200,000</b>	<b>\$350,000</b>	<b>\$550,000</b>

### SCHEDULE

	FY 2029				FY 2030			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
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.



*Project Justification:* Deschutes County TSP 2020-2040: Project CI-10 (Medium Priority)

*Road Name:* Graystone Lane

Deschutes Pleasant Ridge Road

*Functional Classification:* Rural Arterial

Rural Local

*Average Daily Traffic (ADT):* 3,859 vehicles/day (2022)

Not Available

### SCOPE OF WORK

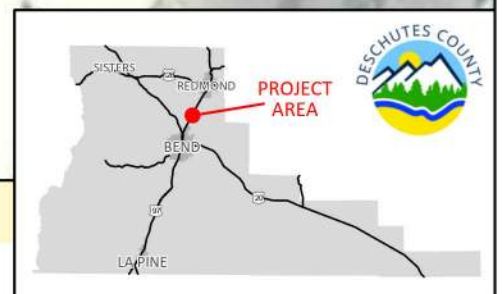
- Implementing all-way stop control at the intersection
- Installing a protected left turn lane
- Installing new Signage, Delineation and Pavement Markings
- Removing roadside obstructions to improve sight distance

### FUNDING

	FY 2029	FY 2030	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$200,000	\$200,000	\$400,000
RIGHT OF WAY	-	\$100,000	\$100,000
CONSTRUCTION	-	-	-
<b>TOTAL</b>	<b>\$200,000</b>	<b>\$300,000</b>	<b>\$500,000</b>

### SCHEDULE

	FY 2029				FY 2030			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



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, BP-6, BP-10 (High Priority)

### SCOPE OF WORK

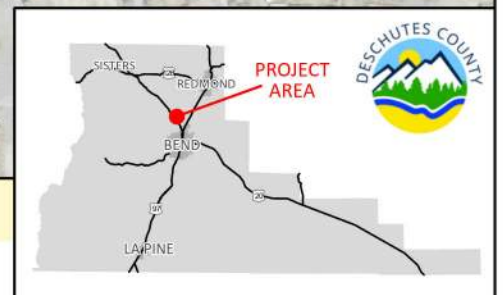
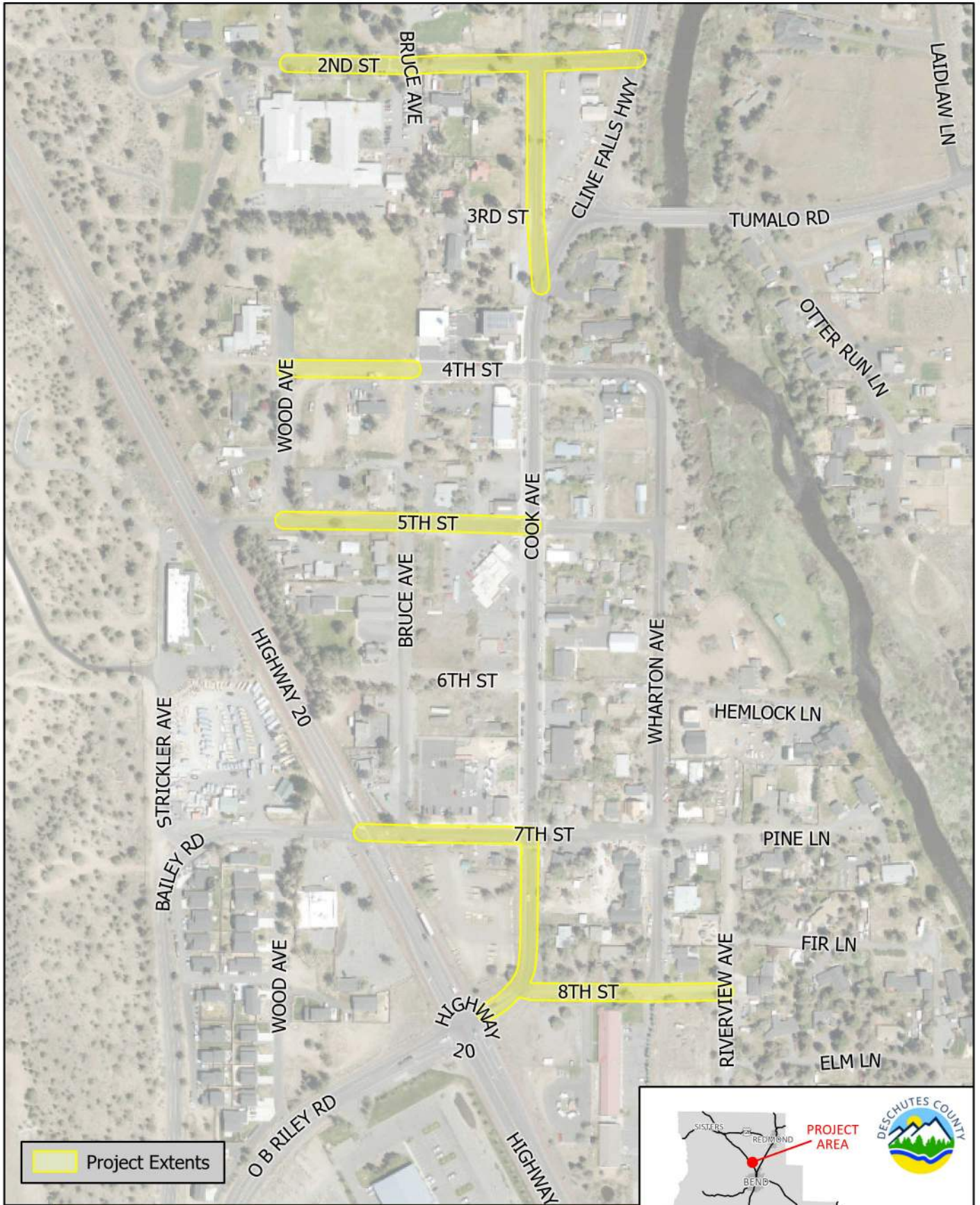
- Constructing new 5-foot-wide sidewalks along both sides of select roadways
- Installing ADA-compliant pedestrian ramps
- Installing new signage

### FUNDING

	FY 2029	FY 2030	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$80,000	-	\$80,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$200,000	\$200,000
<b>TOTAL</b>	<b>\$80,000</b>	<b>\$200,000</b>	<b>\$280,000</b>

### SCHEDULE

	FY 2029				FY 2030			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
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 Bozeman Trail
- Safety improvements – Signing, Guardrail, Striping and Delineation
- Removal of roadside hazards

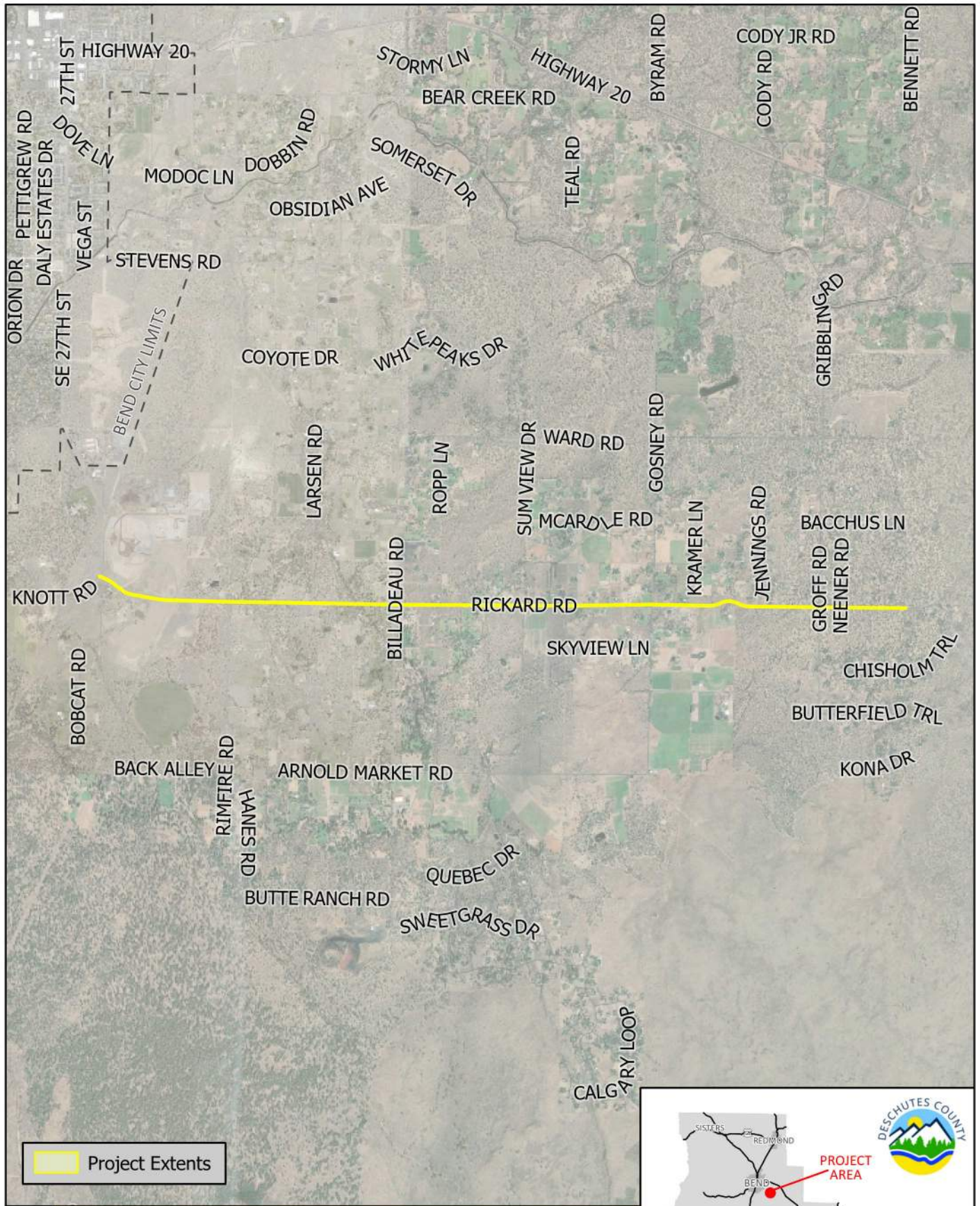
### FUNDING

	FY 2029	FY 2030	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$200,000	\$150,000	\$350,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$800,000	\$800,000
<b>TOTAL</b>	<b>\$200,000</b>	<b>\$950,000</b>	<b>\$1,150,000</b>

### SCHEDULE

	FY 2029				FY 2030			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								

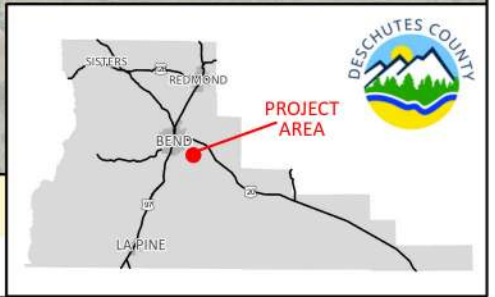




**2030**

**TRANSPORTATION SYSTEM PROJECT**

RICKARD RD: KNOTT RD TO BOZEMAN TRAIL IMPROVEMENT



## 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 traveling between US 20 and US 97. Increased traffic levels and pavement deterioration warrant asphalt pavement rehabilitation.



*Project Justification:* Pavement Condition Index (PCI) Rating – 80 to 84 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
- Paving of roundabout and roundabout legs at Tumalo Road/Tumalo Place
- 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	\$500,000	\$1,760,000	\$2,260,000
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$1,760,000</b>	<b>\$2,260,000</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 – 73 to 75 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 surface treatment
- Asphalt pavement reconstruction within the roundabout at Metolius Drive
- Construction of new ADA-compliant pedestrian ramps
- 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	\$1,370,000	\$1,370,000
<b>TOTAL</b>	<b>\$1,370,000</b>	<b>\$1,370,000</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				





## 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.



<i>Project Justification:</i>	Pavement Condition Index (PCI) Rating – 60 out of 100
<i>Road Name:</i>	Horse Butte Road
<i>Functional Classification:</i>	Rural Local
<i>Average Daily Traffic (ADT):</i>	1,419 vehicles/day (2023)

### SCOPE OF WORK

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

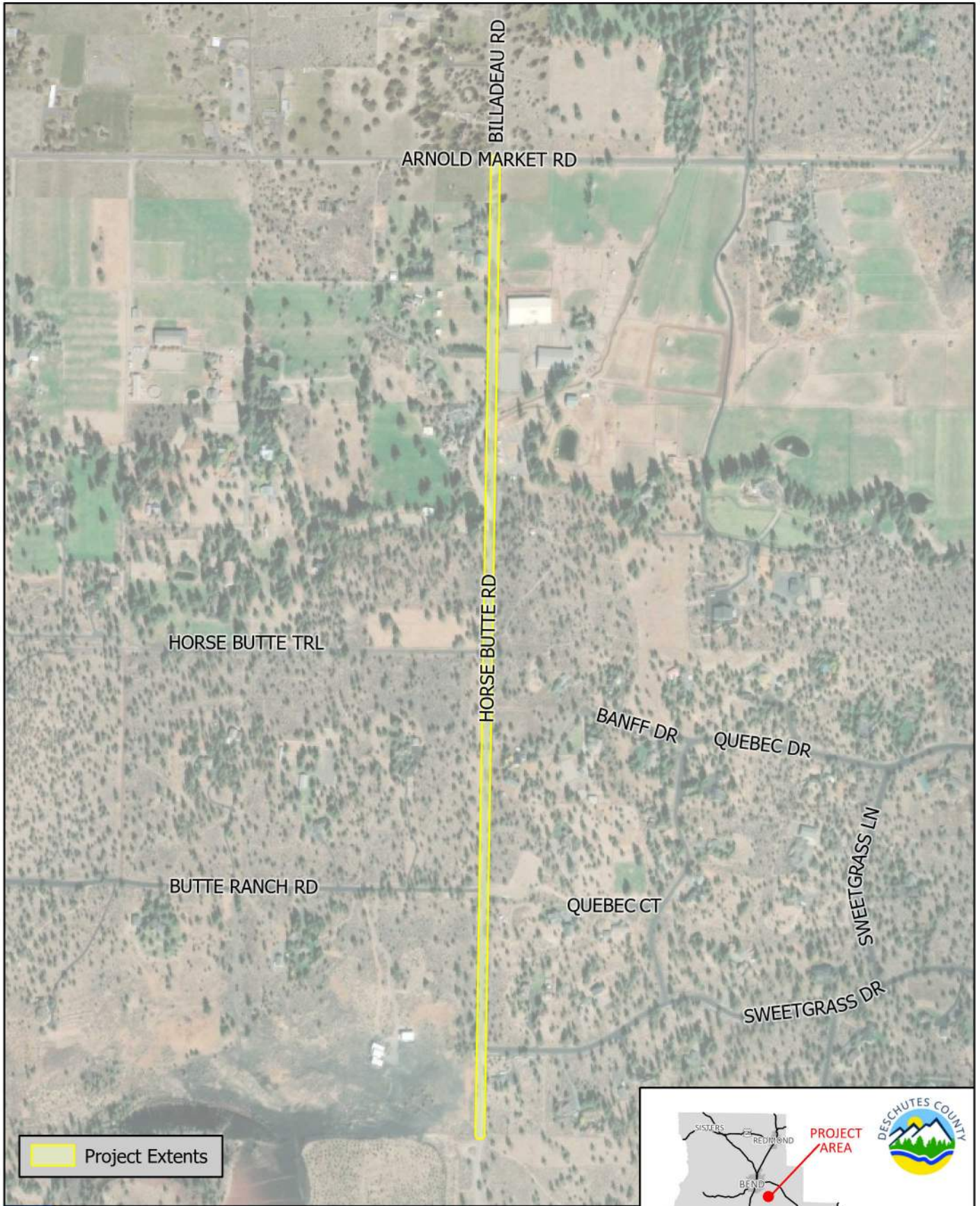
### FUNDING

	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$1,023,000	\$1,023,000
<b>TOTAL</b>	<b>\$1,023,000</b>	<b>\$1,023,000</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				





## Paving of Knott Road / Baker Road: US97 Interchange

Knott Road is an arterial roadway located south of Bend. It is bisected by US 97 at the Deschutes River Woods interchange, and serves as principal access to Deschutes River Woods and communities in southeast Bend.

Given the high traffic volumes at the interchange, rapid pavement deterioration has occurred at the railroad crossing, bridge approaches, and interchange terminals which necessitates localized pavement rehabilitation and repair.



*Project Justification:*

Observed Localized Pavement Deterioration

*Road Name:*

Knott Road

*Functional Classification:*

Rural Arterial

*Average Daily Traffic (ADT):*

7,936 vehicles/day (2024)

### SCOPE OF WORK

- Asphalt pavement rehabilitation at rail crossings and interchange ramps
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation

### FUNDING

	FY 2026	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$300,000	\$300,000
<b>TOTAL</b>	<b>\$300,000</b>	<b>\$300,000</b>

### SCHEDULE

	FY 2026			
	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 the City of Sisters to rural communities in northwest Deschutes County and provides recreational access to the Deschutes National Forest.

Asphalt pavement rehabilitation is warranted due to pavement distress, poor ride quality and drainage issues.



*Project Justification:* Pavement Condition Index (PCI) Rating – 79 out of 100

*Road Name:* Indian Ford Road

*Functional Classification:* Rural Collector

*Average Daily Traffic (ADT):* 523 vehicles/day (2022)

### SCOPE OF WORK

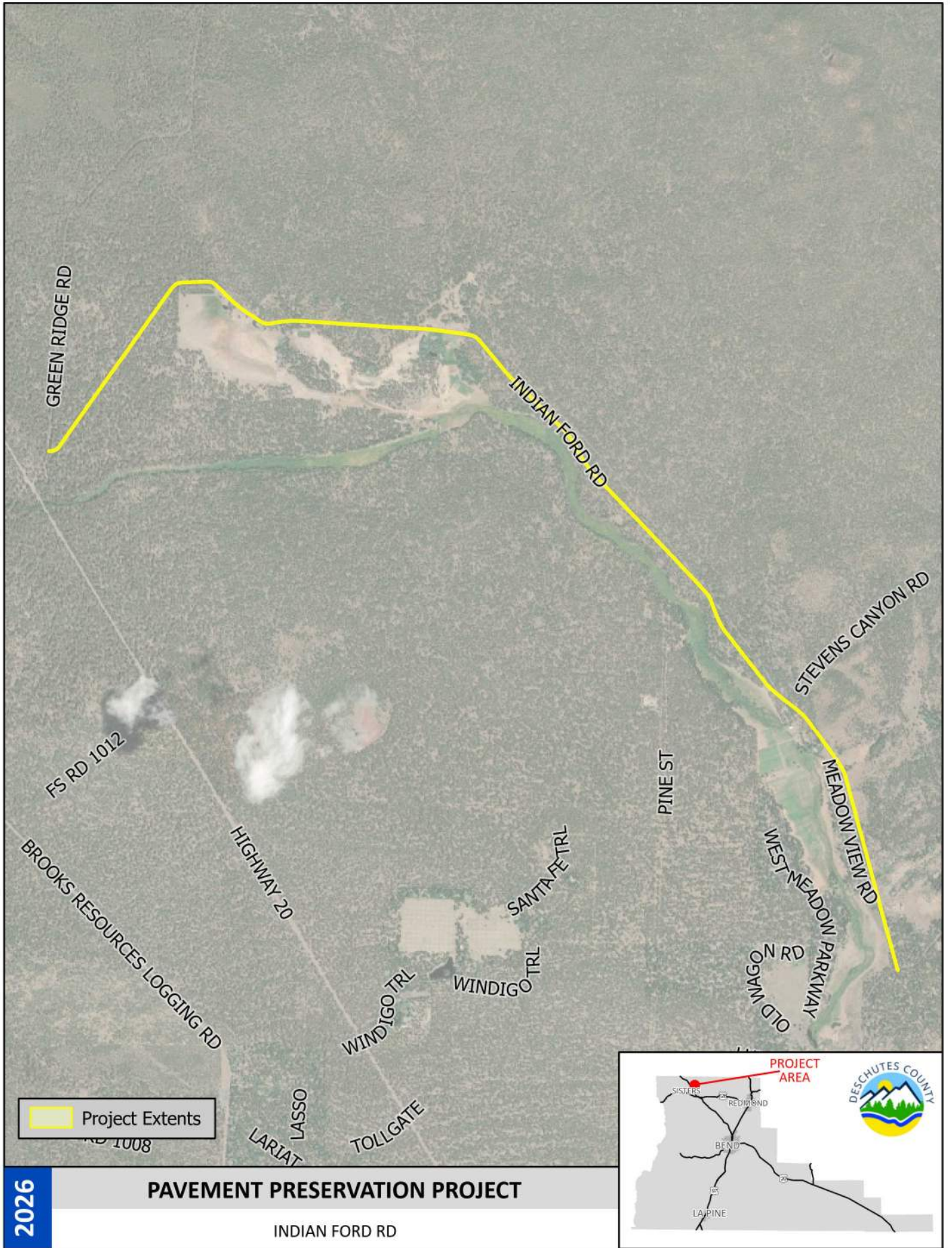
- Asphalt pavement rehabilitation via overlay/inlay
- Localized asphalt pavement shoulder repair
- Minor improvements – Striping and Delineation

### FUNDING

	FY 2026	FY 2027	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$740,000	\$2,000,000	\$2,740,000
<b>TOTAL</b>	<b>\$740,000</b>	<b>\$2,000,000</b>	<b>\$2,740,000</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 NW 35th Street

NW 35th Street is a rural collector roadway located west of the City of Redmond in close proximity to the Urban Growth Boundary (UGB). The roadway connects rural communities to the City of Redmond and provides a vital connection to arterial routes northwest of Redmond.

The existing pavement exhibits significant load-related distress and poor ride quality. Asphalt pavement rehabilitation is warranted to restore servcability, as well as provide needed signage and delineation improvements.



*Project Justification:* Pavement Condition Index (PCI) Rating – 74 out of 100

*Road Name:* NW 35th Street

*Functional Classification:* Rural Collector

*Average Daily Traffic (ADT):* 838 vehicles/day (2022)

### SCOPE OF WORK

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

### FUNDING

	<i>FY 2027</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$680,000	\$680,000
<b>TOTAL</b>	<b>\$680,000</b>	<b>\$680,000</b>

### SCHEDULE

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





## 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 – 74 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 asphalt pavement shoulder repair & full-depth 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	\$500,000	\$450,000	\$950,000
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$450,000</b>	<b>\$950,000</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								







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

3rd Street, Walker Street, Pengra Street and 5th 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 – 71 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

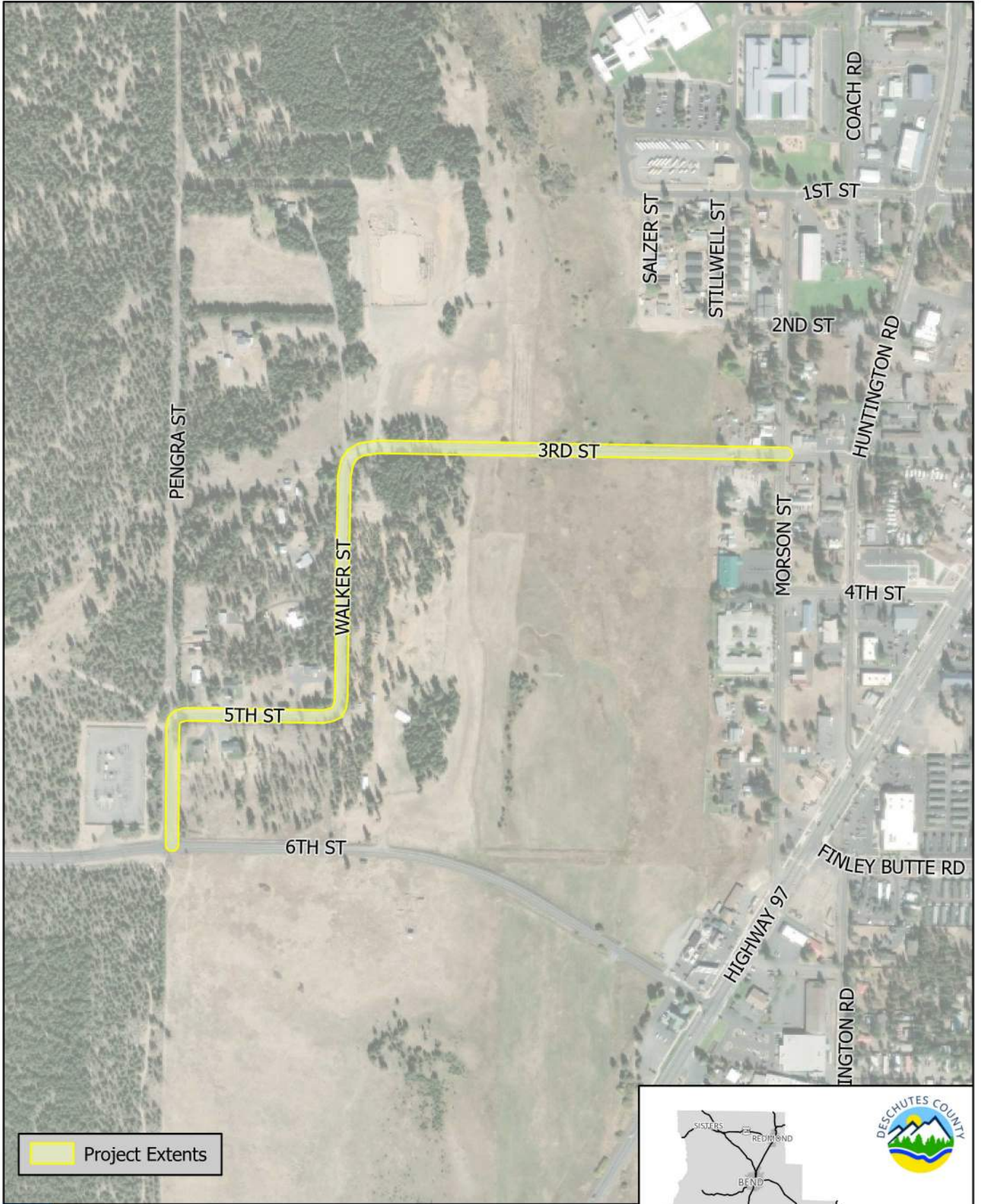
- Asphalt pavement rehabilitation via overlay/inlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation

### FUNDING

	FY 2027	FY 2028	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$500,000	\$200,000	\$700,000
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$200,000</b>	<b>\$700,000</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

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

An inset map of Deschutes County, Oregon, showing the project area highlighted in red near the town of Bend. The map includes labels for Sisters, Redmond, Bend, Lapine, and Highway 97. The Deschutes County logo is located in the top right corner of the inset map.

## Paving of 6th Street (La Pine)

6th 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, as well as recreational opportunities in the Deschutes National Forest.

6th Street is exhibiting load- and climate-related pavement distress which require rehabilitation.



*Project Justification:* Pavement Condition Index (PCI) Rating – 81 to 83 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

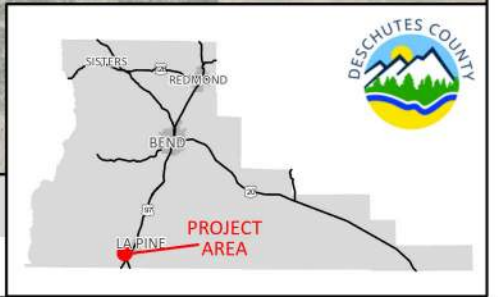
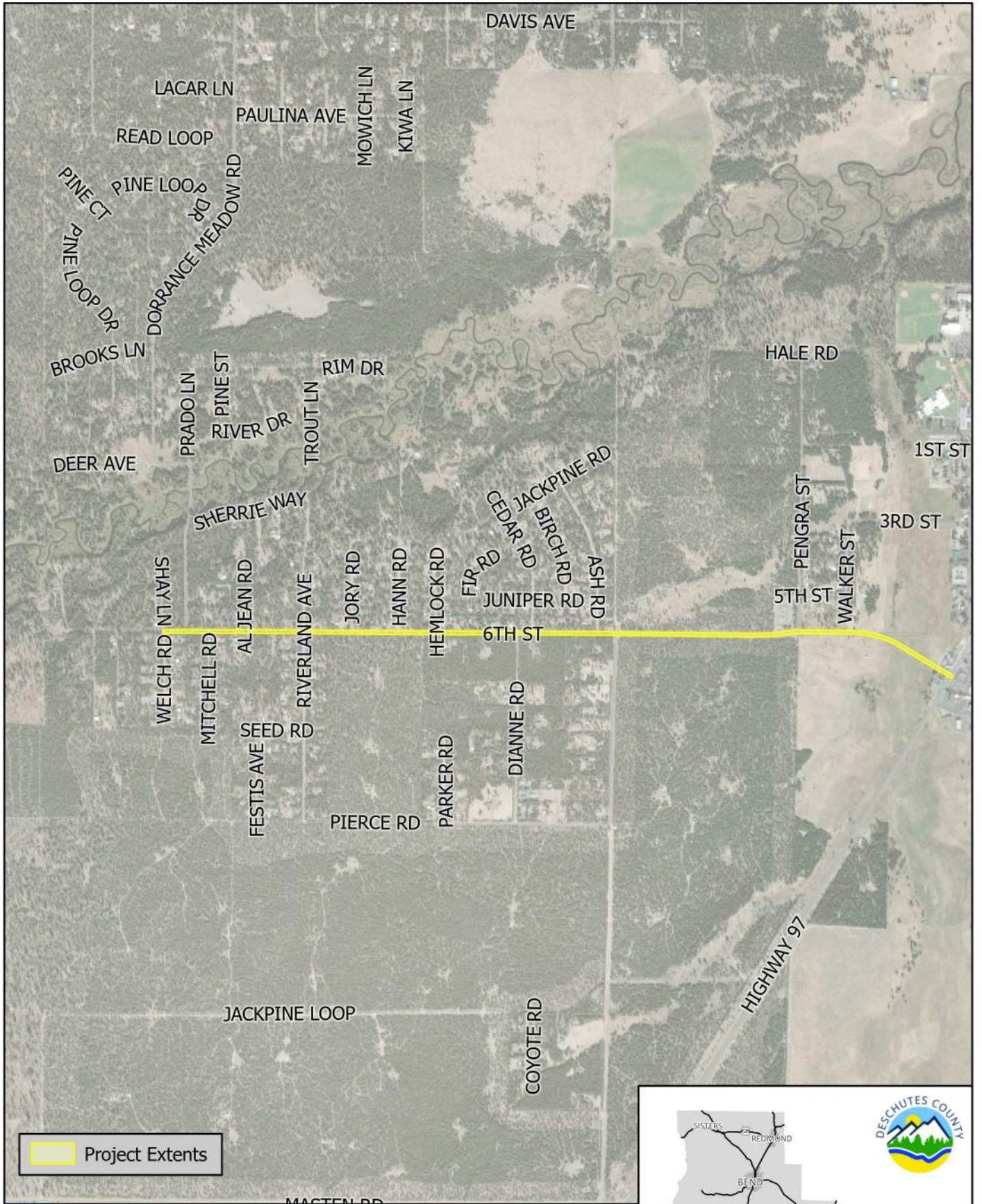
### FUNDING

	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								





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

Ward Road is a rural collector southeast of Bend which connects rural communities to the Bend City Limits and US 20.

The pavement on Ward Road is exhibiting moderate-severity thermal cracking and depressions, resulting in poor ride quality and drainage issues.



*Project Justification:* Pavement Condition Index (PCI) Rating – 84 to 85 out of 100

*Road Name:* Ward Road

*Functional Classification:* Rural Collector

*Average Daily Traffic (ADT):* 1,713 vehicles/day (2024)

### SCOPE OF WORK

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

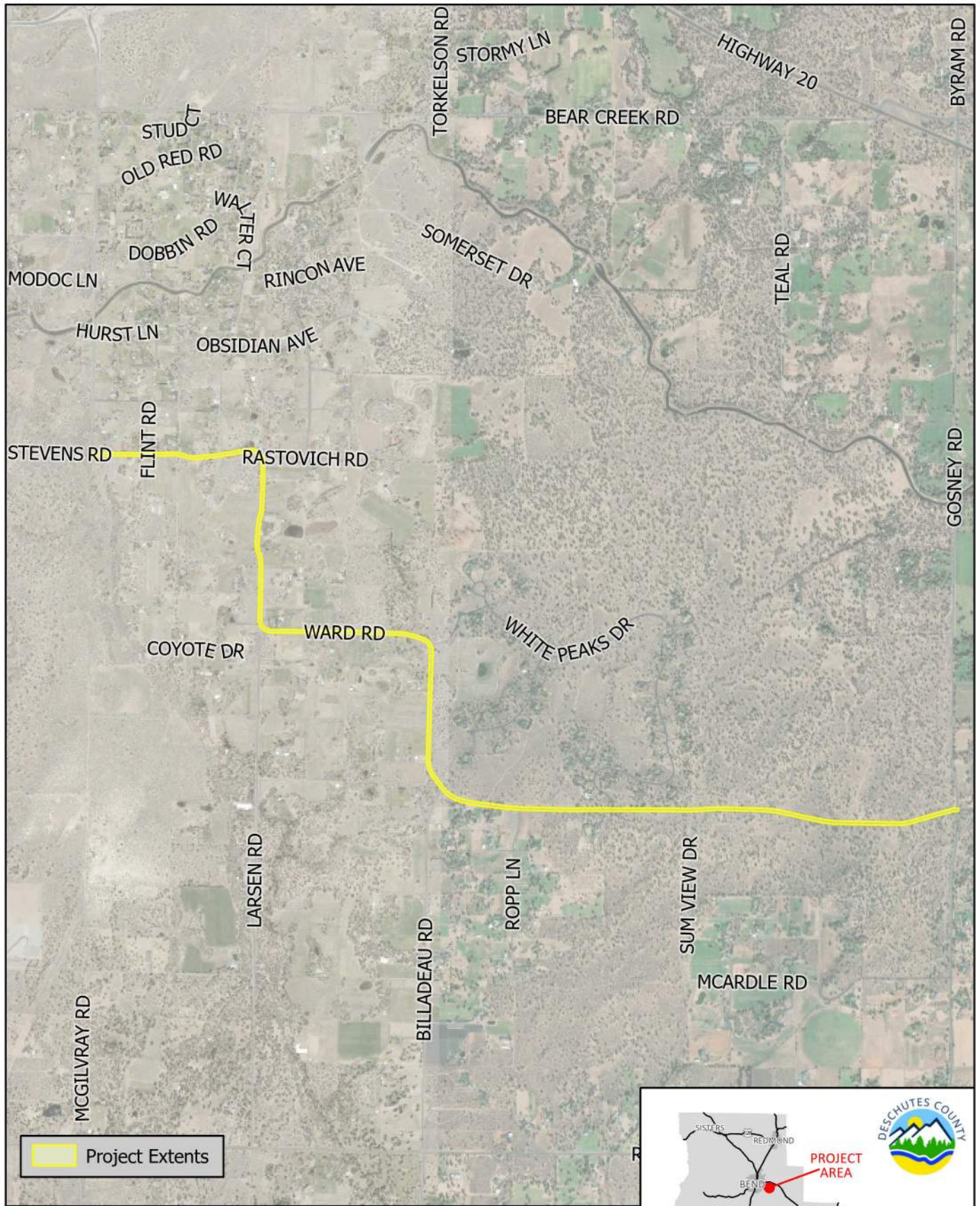
### FUNDING

	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$1,700,000	\$1,700,000
<b>TOTAL</b>	<b>\$1,700,000</b>	<b>\$1,700,000</b>

### SCHEDULE

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







## 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 travelling between US97 and US20.

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 – 80 to 82 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	-	-	\$0
RIGHT OF WAY	-	-	\$0
CONSTRUCTION	\$1,000,000	\$400,000	\$1,400,000
<b>TOTAL</b>	<b>\$1,000,000</b>	<b>\$400,000</b>	<b>\$1,400,000</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

DESCHUTES COUNTY

SISTERS

REDMOND

BEND

LA PINE

PROJECT AREA

## Paving of Byram Road

Byram Road is a rural local roadway east of Bend. The roadway links rural communities near Alfalfa to US20. 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 – 78 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

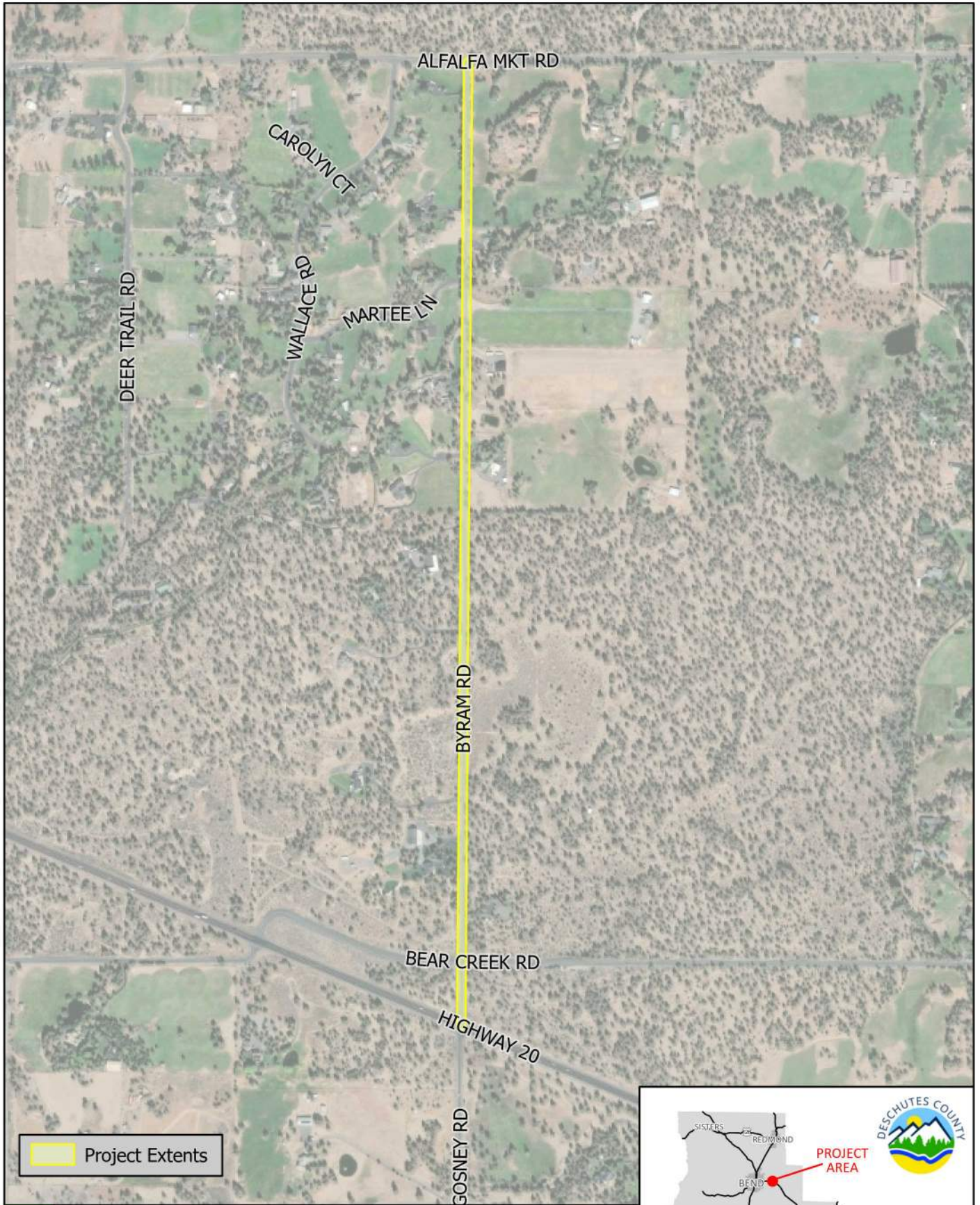
### FUNDING

	FY 2028	FY 2029	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$500,000	\$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								





## 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 – 79 to 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	-	-	\$0
RIGHT OF WAY	-	-	\$0
CONSTRUCTION	\$500,000	\$300,000	\$800,000
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$300,000</b>	<b>\$800,000</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								

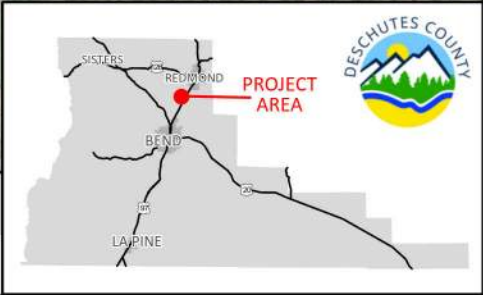




2028

**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 – 88 out of 100

*Road Name:* Arnold Market Road

*Functional Classification:* Rural Local

*Average Daily Traffic (ADT):* Not Available

### SCOPE OF WORK

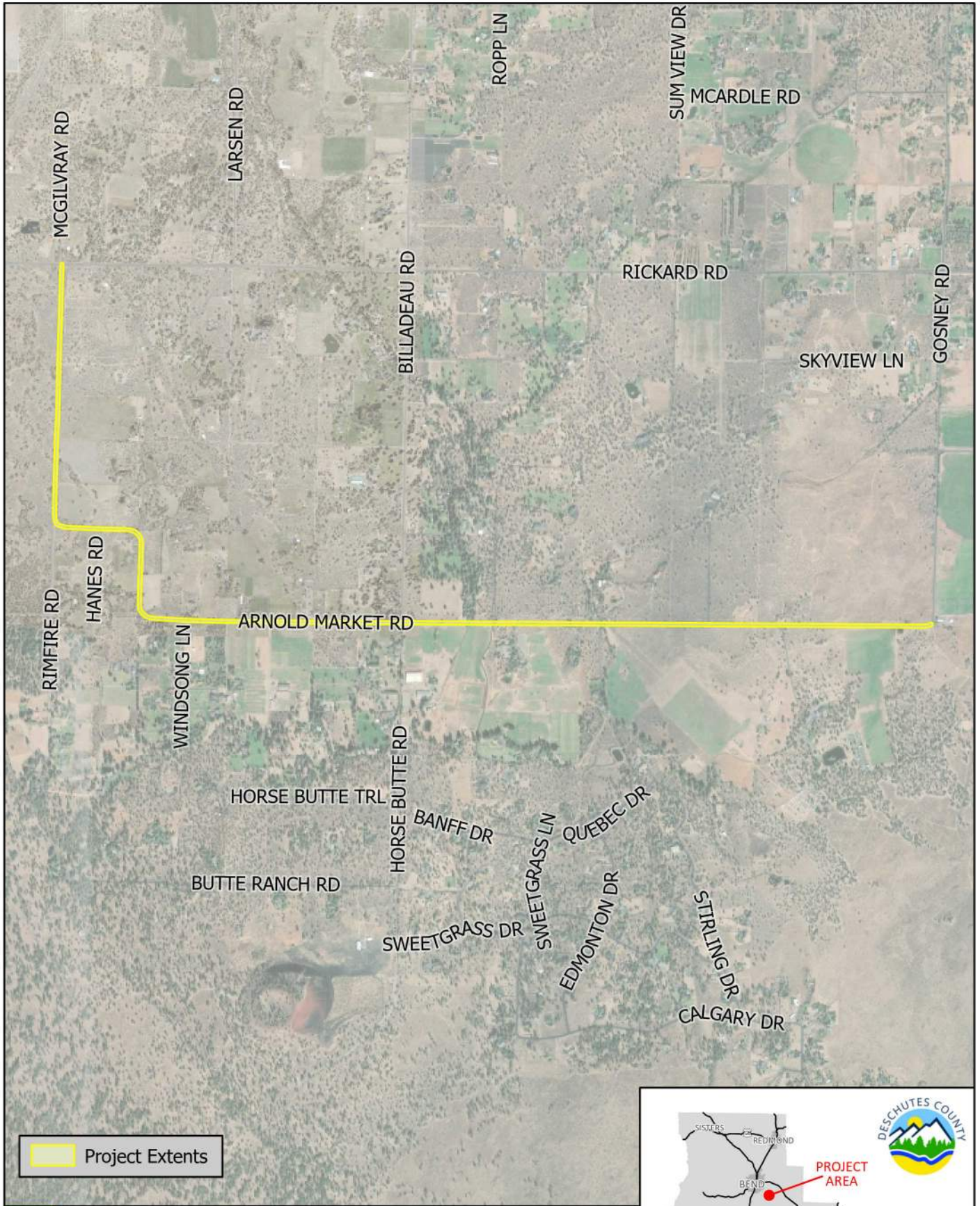
- Asphalt pavement rehabilitation via overlay/inlay
- Minor improvements – Striping and Delineation

### FUNDING

	<i>FY 2029</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	\$0
RIGHT OF WAY	-	\$0
CONSTRUCTION	\$1,000,000	\$1,000,000
<b>TOTAL</b>	<b>\$1,000,000</b>	<b>\$1,000,000</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				



## 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 – 79 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

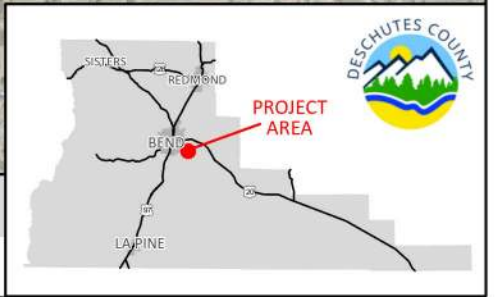
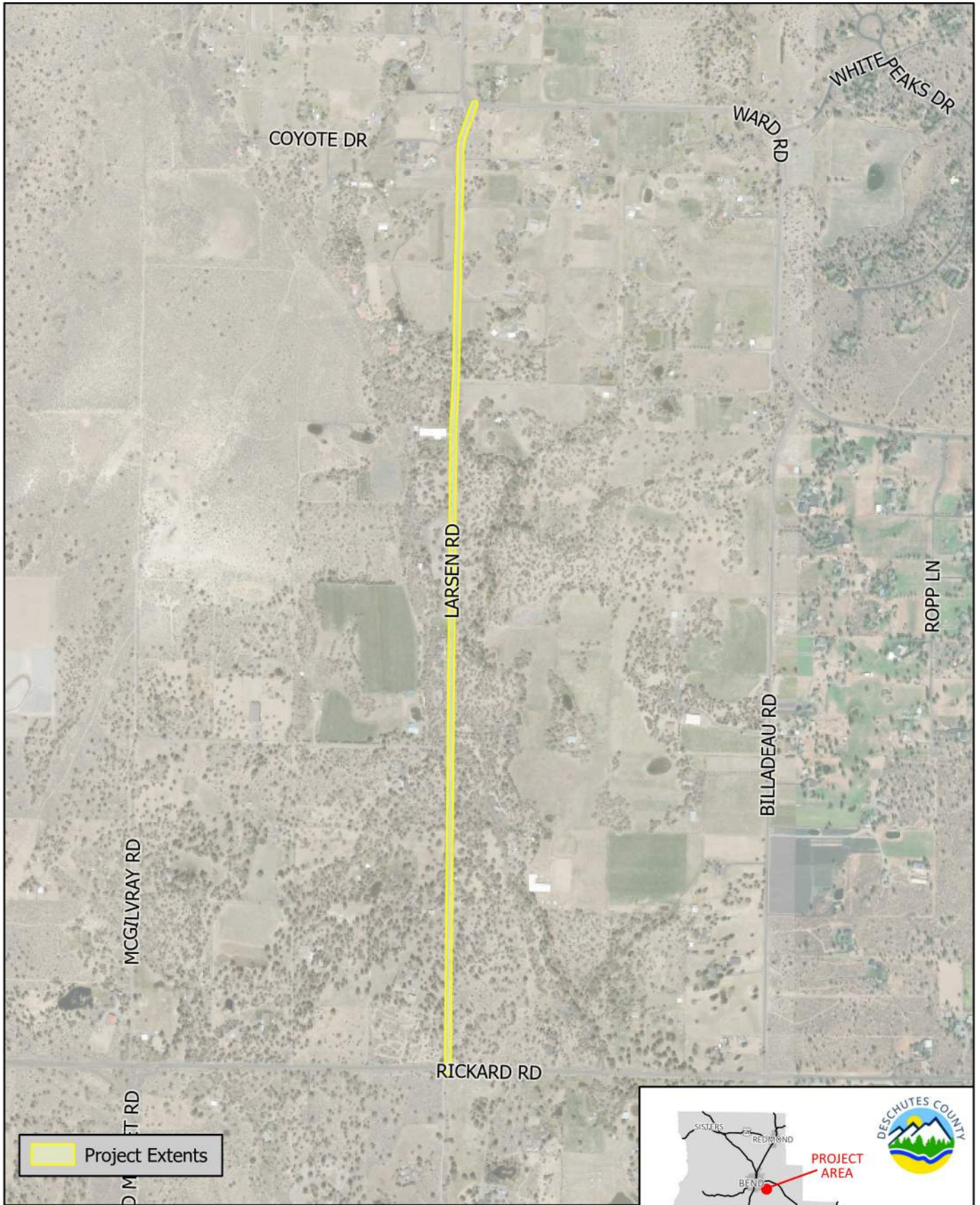
### FUNDING

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





## 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 – 79 to 83 out of 100

*Road Name:* Billadeau Road

*Functional Classification:* Rural Collector

*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	\$700,000	\$700,000
<b>TOTAL</b>	<b>\$700,000</b>	<b>\$700,000</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				







## Paving of OB Riley Road

OB Riley Road is a rural collector roadway located northwest of Bend. The roadway serves northwest Bend traffic on the urban fringe, as well as provides access to popular recreation sites such as Tumalo State Park. The roadway also sees a significant amount of heavy truck traffic due to its proximity to local material suppliers.

OB Riley Road exhibits thermal and load-related distress and will need rehabilitation during its next maintenance cycle.



*Project Justification:* Pavement Condition Index (PCI) Rating – 93 out of 100

*Road Name:* OB Riley Road

*Functional Classification:* Rural Collector

*Average Daily Traffic (ADT):* 2,061 vehicles/day (2022)

### SCOPE OF WORK

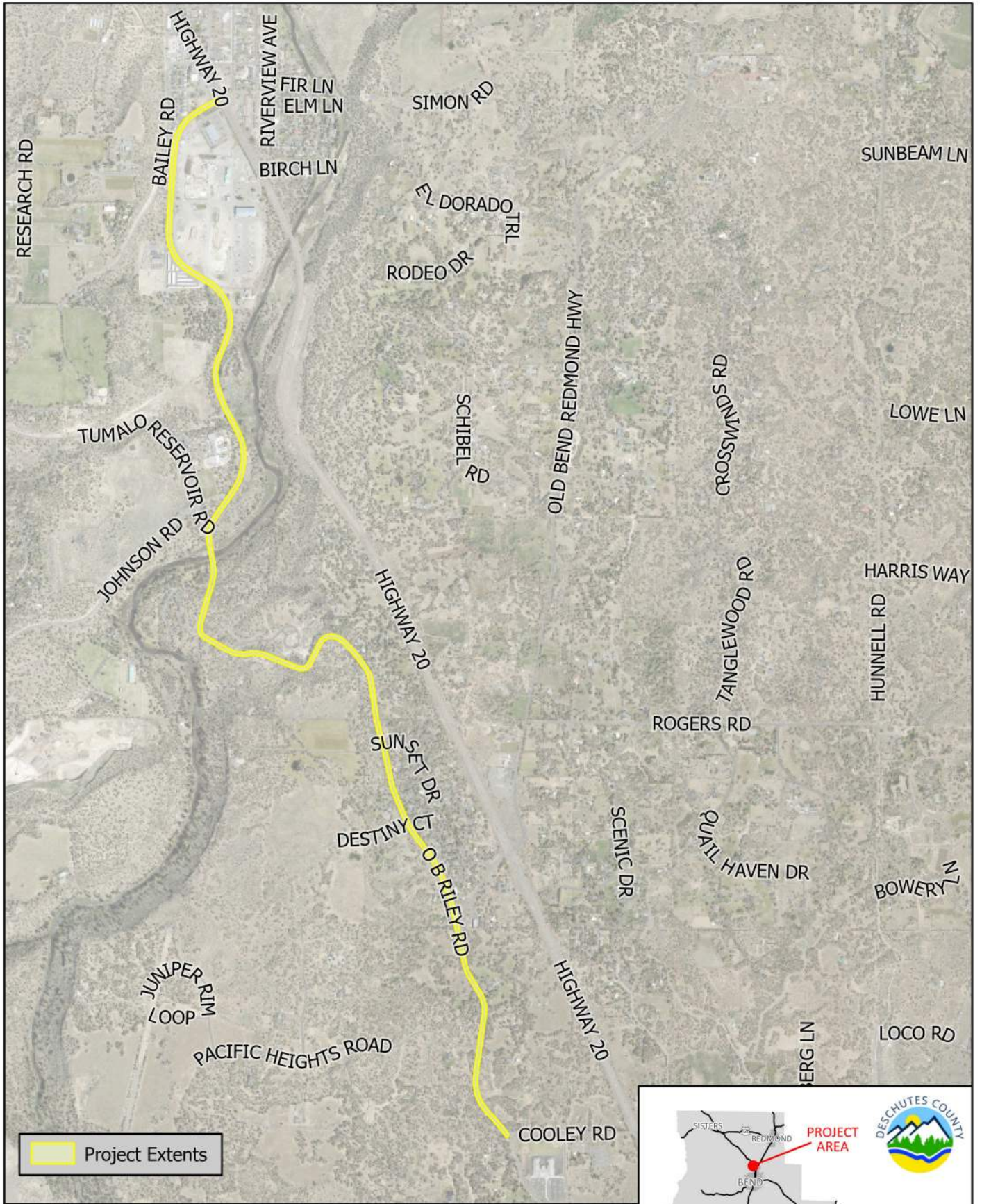
- Asphalt pavement rehabilitation via overlay/inlay
- Minor improvements – Striping and Delineation

### FUNDING

	<i>FY 2030</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$2,000,000	\$2,000,000
<b>TOTAL</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>

### SCHEDULE

	<i>FY 2030</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				





## Paving of Cline Falls Highway: Newcomb Rd to OR 126

Cline Falls Highway is a rural arterial roadway that connects Tumalo and US 20 to OR 126 west of Redmond. The roadway serves commuter traffic and provides principal access to the resort community of Eagle Crest. Several recreational opportunities on public lands also exist along its length, including the Maston Trailhead.

Cline Falls Highway exhibits thermal and load-related distress and will need rehabilitation during its next maintenance cycle.



*Project Justification:* Pavement Condition Index (PCI) Rating – 81 to 83 out of 100

*Road Name:* Cline Falls Highway

*Functional Classification:* Rural Arterial

*Average Daily Traffic (ADT):* 3,307 vehicles/day (2024)

### SCOPE OF WORK

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

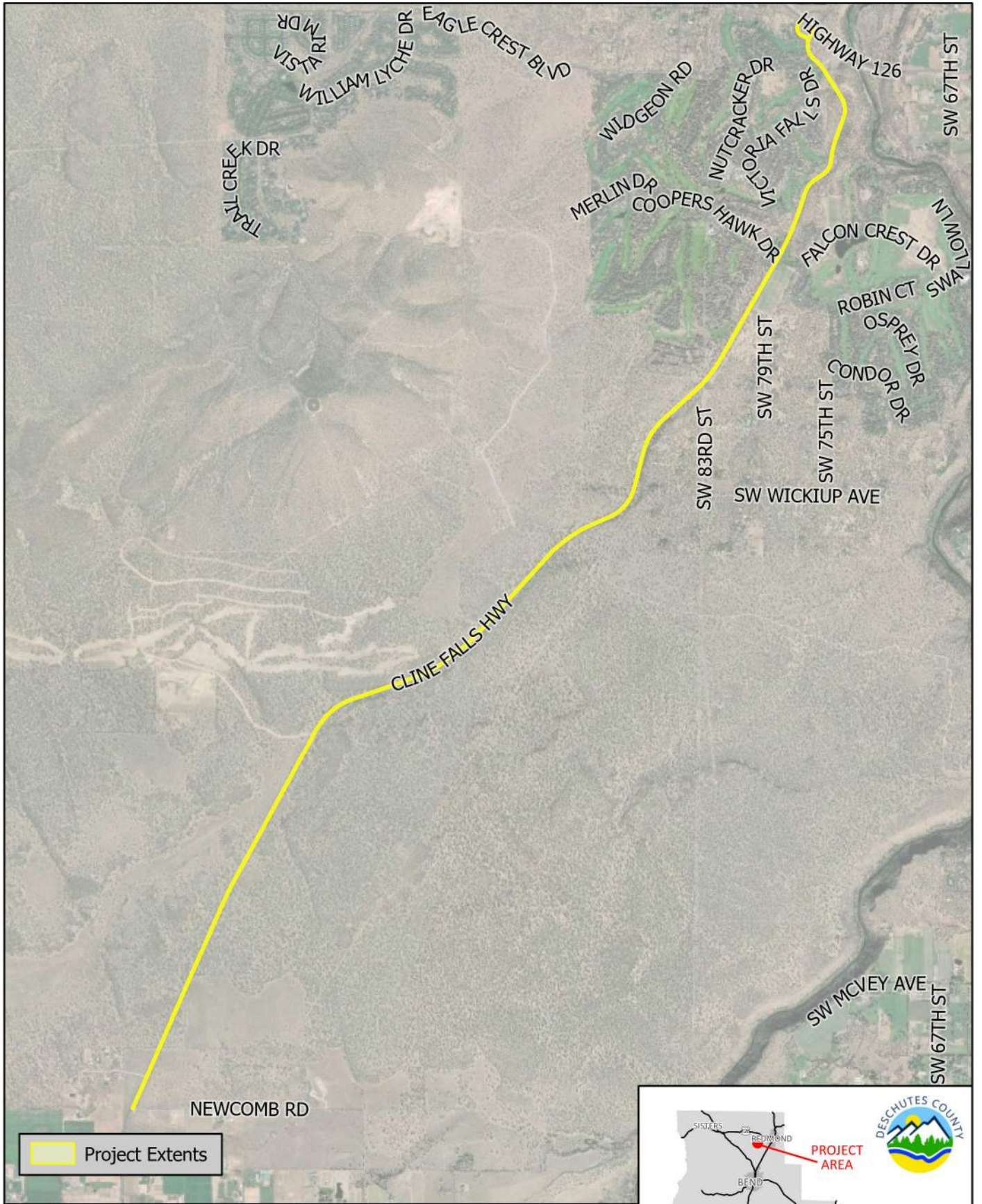
### FUNDING

	<i>FY 2030</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$2,600,000	\$2,600,000
<b>TOTAL</b>	<b>\$2,600,000</b>	<b>\$2,600,000</b>

### SCHEDULE

	<i>FY 2030</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				





2030

PAVEMENT PRESERVATION PROJECT

CLINE FALLS HWY: NEWCOMB RD TO OR 126

DESCHUTES COUNTY

## An aerial photograph showing a two-lane bridge crossing a river. The bridge has a concrete structure with metal railings. The surrounding landscape is arid, with yellowish-brown vegetation and steep, eroded banks. A road with a yellow center line runs along the top of the image, above the bridge.

3,543 vehicles/day (2023)

[illegible]





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.



<i>Project Justification:</i>	Deschutes County TSP 2020-2040: Project BR-5 & BR-6 (High Priority) Bridge Sufficiency Rating – 90.5 out of 100		
<i>Bridge Name &amp; ID:</i>	Wilcox Ave Bridge # 02171-03	Wilcox Ave Bridge # 02171-04	
<i>Road Name:</i>	NE Wilcox Avenue		
<i>Functional Classification:</i>	Rural Collector		
<i>Average Daily Traffic (ADT):</i>	1,346 vehicles/day (2022)		

### SCOPE OF WORK

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

### FUNDING

	FY 2024	FY 2025	TOTAL
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$6,070	-	\$6,070
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$135,000	\$135,000
<b>TOTAL</b>	<b>\$6,070</b>	<b>\$135,000</b>	<b>\$141,070</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								



NE  
XENOLITH DR

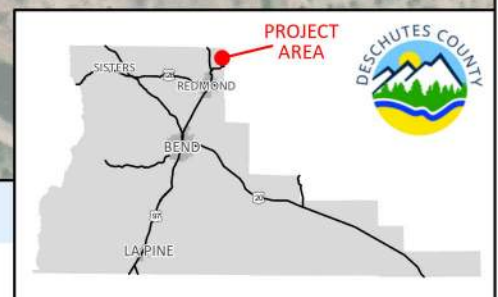
NE WILCOX AVE



2025

## BRIDGE CONSTRUCTION PROJECT

WILCOX AVE BRIDGE # 2171-03 & 04 REMOVAL





## Lower Bridge Way Bridge #15450A Repair

The Lower Bridge Way Bridge is a three-span concrete deck bulb tee bridge located west of the community of Terrebonne which carries traffic over the Deschutes River. The bridge was constructed in 1978 and serves recreational and commuter traffic, as well as heavy truck traffic associated with agricultural industries in the area.

The structure is in need of maintenance and repair due to increased traffic levels and prolong the functional life of the bridge.



*Project Justification:* Bridge Sufficiency Rating – 64.0 out of 100  
Maintenance Recommendations from Bridge Inspection Report

*Bridge Name & ID:* Lower Bridge Way Bridge #15450A

*Road Name:* Lower Bridge Way

*Functional Classification:* Rural Collector

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

### SCOPE OF WORK

- Replace bridge diaphragms
- Perform localized concrete patching and repair in girders
- Paving of bridge approaches

### FUNDING

	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$25,000	\$25,000
RIGHT OF WAY	-	-
CONSTRUCTION	\$75,000	\$75,000
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$100,000</b>

### SCHEDULE

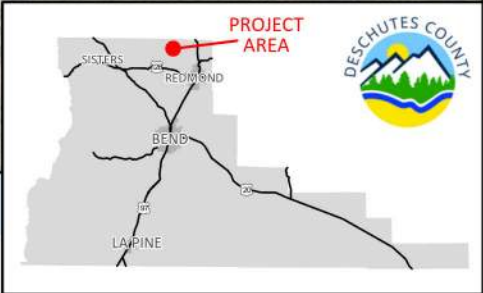
	<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2026

**BRIDGE CONSTRUCTION PROJECT**

LOWER BRIDGE WAY BRIDGE # 15450A REPAIR









2027

## BRIDGE CONSTRUCTION PROJECT

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





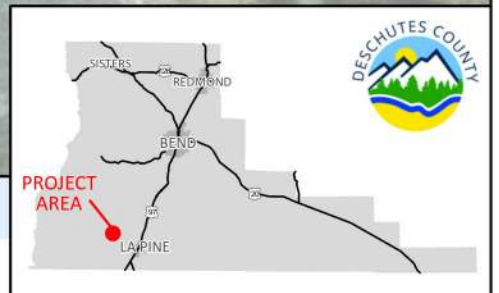
WILDRIVER WAY

BURGESS RD

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.



**Project Justification:**

Deschutes County TSP 2020-2040: Project BR-9 (Low Priority)  
Bridge Sufficiency Rating – 54.4 out of 100

**Bridge Name & ID:**

Deschutes River, Spring River Rd #17923

**Road Name:**

Spring River Road

**Functional Classification:**

Rural Arterial

**Average Daily Traffic (ADT):**

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

	FY 2029	FY 2030	TOTAL
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

	FY 2029				FY 2030			
	QTR 1	QTR 2	QTR 3	QTR 4	QTR 1	QTR 2	QTR 3	QTR 4
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2029

BRIDGE CONSTRUCTION PROJECT

SPRING RIVER RD (HARPER) BRIDGE # 17923 REHABILITATION





## Camp Polk Road Bridge #09C04A Replacement

The Camp Polk Road Bridge #09C04A over Indian Ford Creek is concrete culvert structure constructed in 1975. Camp Polk Road is a collector roadway which provides access to rural communities north of the City of Sisters, as well as recreational opportunities in the Deschutes National Forest.

The reinforced concrete elements are deteriorating, resulting in exposed reinforcement and potential corrosion. There is also structural cracking in the culvert substructure. The existing bridge rail is also substandard and in need of replacement.



*Project Justification:*

Deschutes County TSP 2020-2040: Project BR-12 (Low Priority)  
Bridge Sufficiency Rating – 48.6 out of 100

*Bridge Name & ID:*

Indian Ford Creek, Camp Polk Rd #09C05A

*Road Name:*

Camp Polk Road

*Functional Classification:*

Rural Collector

*Average Daily Traffic (ADT):*

1,587 vehicles/day (2022)

### SCOPE OF WORK

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

### FUNDING

	<i>FY 2030</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$330,000	\$330,000
RIGHT OF WAY	-	\$0
CONSTRUCTION	-	\$0
<b>TOTAL</b>	<b>\$330,000</b>	<b>\$330,000</b>

### SCHEDULE

	<i>FY 2030</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2030

**BRIDGE CONSTRUCTION PROJECT**

CAMP POLK RD BRIDGE # 09C04A REPLACEMENT

