

Budget Committee Consideration

Due to anticipated courthouse expansion project costs, increased and inflationary pressures, and reduced and projected constriction of available General Fund resources, staff has developed the following options for budget committee consideration.

These options provide pathways for the budget committee to maximize the County's ability to buy down debt associated with the Courthouse expansion and provide additional support to sustain current general service operations.

Preserve current service levels

1. Levy the full County tax rate at \$1.2783 per \$1,000 assessed value.
2. Carefully consider any special request, especially those that impact the General Fund and Transient Room Tax (TRT) Fund.
3. Consider a policy that would memorialize when General Fund allocations are transferred, or when funds are held in the General Fund reserve until needed by the department, and the subsequent return of any unspent funds.

Maximize the County's ability to buy down Courthouse debt to save on financing costs

1. Allocate \$8 million from Fund 060 – General Reserve.
2. Transfer \$2M of previously transferred General Fund from Fund 090 - Project Development and Debt Reserve (Property) to Fund 060 – General Reserve. These funds would typically be used to purchase land or a new building.
3. Allocate \$4.6 million in Local Assistance and Tribal Consistency Funds (LATCF).
4. Allocate all ARPA interest (estimated \$400,000).
5. Allocate returned ARPA funds for internal eligible costs.
6. Transfer any unbudgeted Payment in Lieu of Taxes (estimated at \$800,000) from Road to Fund 060 – General Reserve.
7. Allocate Unallocated Transient Room Tax (TRT).
8. Transfer unallocated 30% of 1% of Transient Room Tax Fund 170 to Fund 060 – General Reserve (Estimated at \$462,119). This has historically been transferred to Fund 617 (Fair & Expo Reserve). Fair & Expo is already transferring \$300,00 from Fund 615 to Fund 617 (Fair & Expo Reserve).

Potential Sources of Funds	Amount	TBD Amount
1. General Reserve (Fund 060)	\$ 8,000,000	\$ -
2. Project Development (Fund 090)	2,000,000	-
3. ARPA- LATCF, rounded (Fund 200)	4,600,000	-
4. ARPA - Interest, estimated & rounded (Fund 200)	400,000	-
5. ARPA - returned funds (Fund 200)	-	TBD
6. Unbudgeted Payment in Lieu of Taxes (PILT), estimated	800,000	-
7. Unallocated Transient Room Tax	-	TBD
8. TRT - unallocated 30% of 1% (Fund 170), estimated & rounded	460,000	-
Total	\$ 16,260,000	\$ -

Long-Term Financial Update



April 24, 2023

Today's Topics

- Funding Sources Overview
- General Fund Forecast
- Courthouse Funding
- Transient Room Tax Forecast
- Available Funds Forecast
- Forecasted Expenditures
- Potential Future Financial Priorities/Commitments
- Considerations
- Health Benefits Fund



Purpose Statement

- ❑ **To focus on the forecasted Countywide financial position and debt service obligations prior to the Fiscal Year (FY) 2024 budget week**





Available Funding Sources for Debt and Maintenance

Available County funds for debt service and capital maintenance



Prior, current, and future years general fund



Prior, current, and current years unallocated TRT



LACTF Funds

- Funding sources for debt and capital maintenance
 - Prior and current years General Fund ~\$6.1M (includes max tax levy)
 - Future years General Fund
 - Prior and current years TRT ~\$4.2M
 - Future Years TRT
 - LACTF Funds (ARPA) \$4.6M
- All funding sources will be needed to pay debt and annual capital maintenance
- Discuss the forecasts for each funding source and countywide overall operational and debt obligations



General Fund Operational Forecast



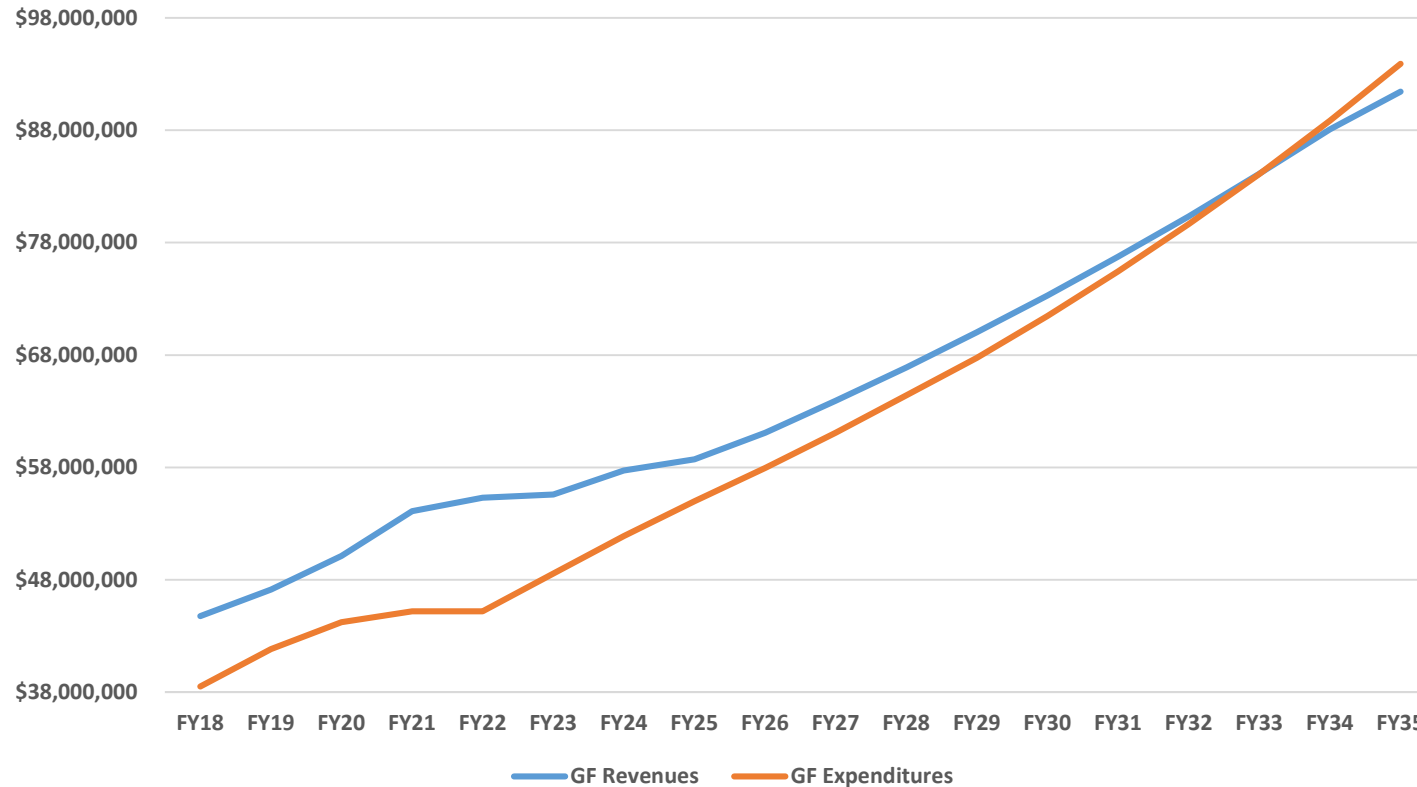
General Fund Operations

- The General Fund (GF) is made up of departments (DA, Clerk, Assessor, Veterans, Tax, Property Management, Medical Examiner) and transfers out to other departments to support their operations
- The largest transfers are to Health Services (~\$6.8M) and Community Justice Juvenile (~\$6.8M)
- The major source of revenue for the General Fund is property taxes, but it is also supported through various smaller grants and Clerk's office fees
- Departmental expenditures are the greatest cost to the fund



General Fund Operations

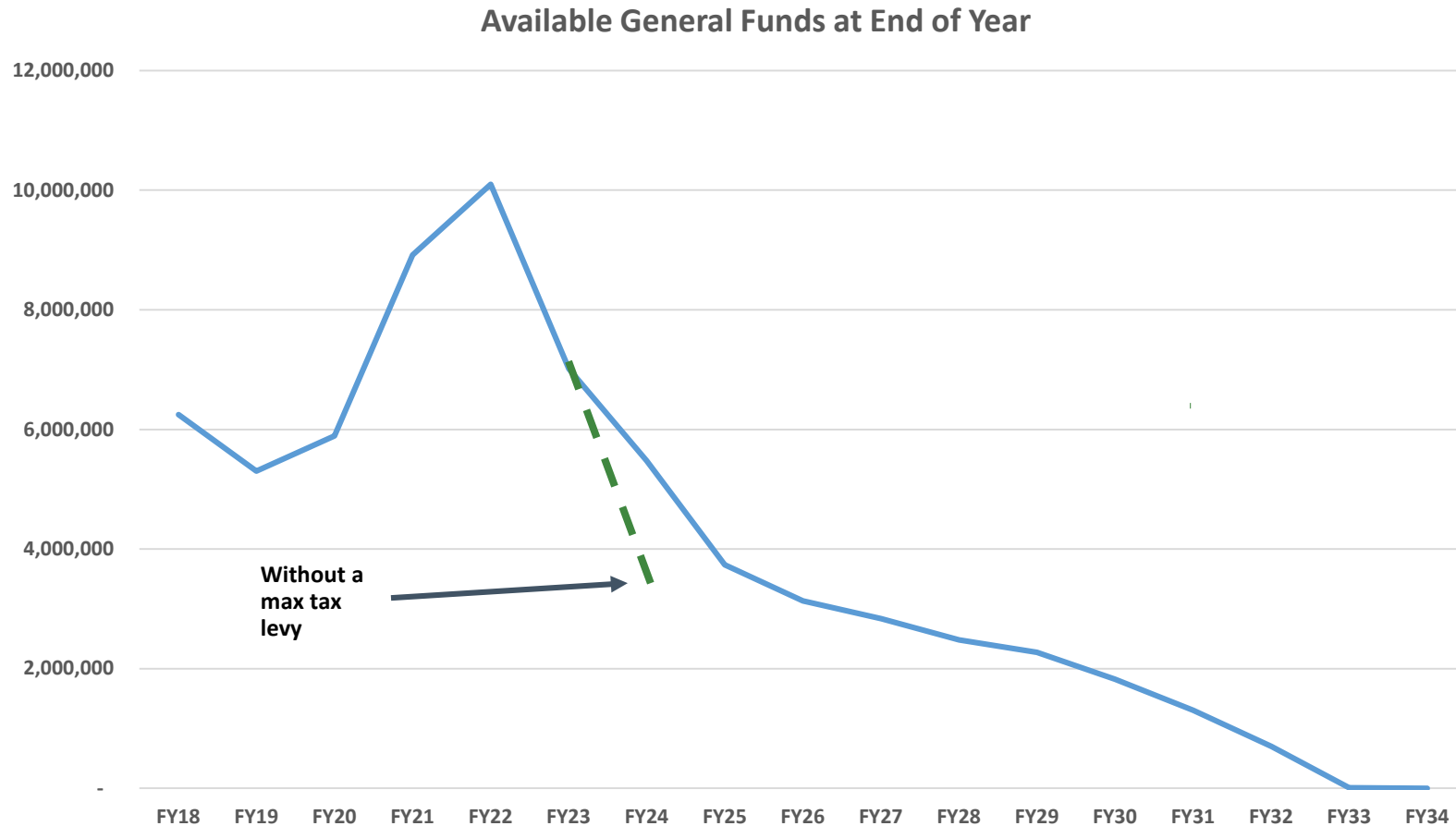
General Fund Revenue vs. Expenditure Forecast



- Assumptions are based on historical growth and expenditure rates
- Projected 4.9% year over year property tax increase (.3% above the 25-year average for urban areas in Oregon)
- Despite a projected maximum tax levy increase the gap between revenues and expenditures is decreasing dramatically



General Fund Operations

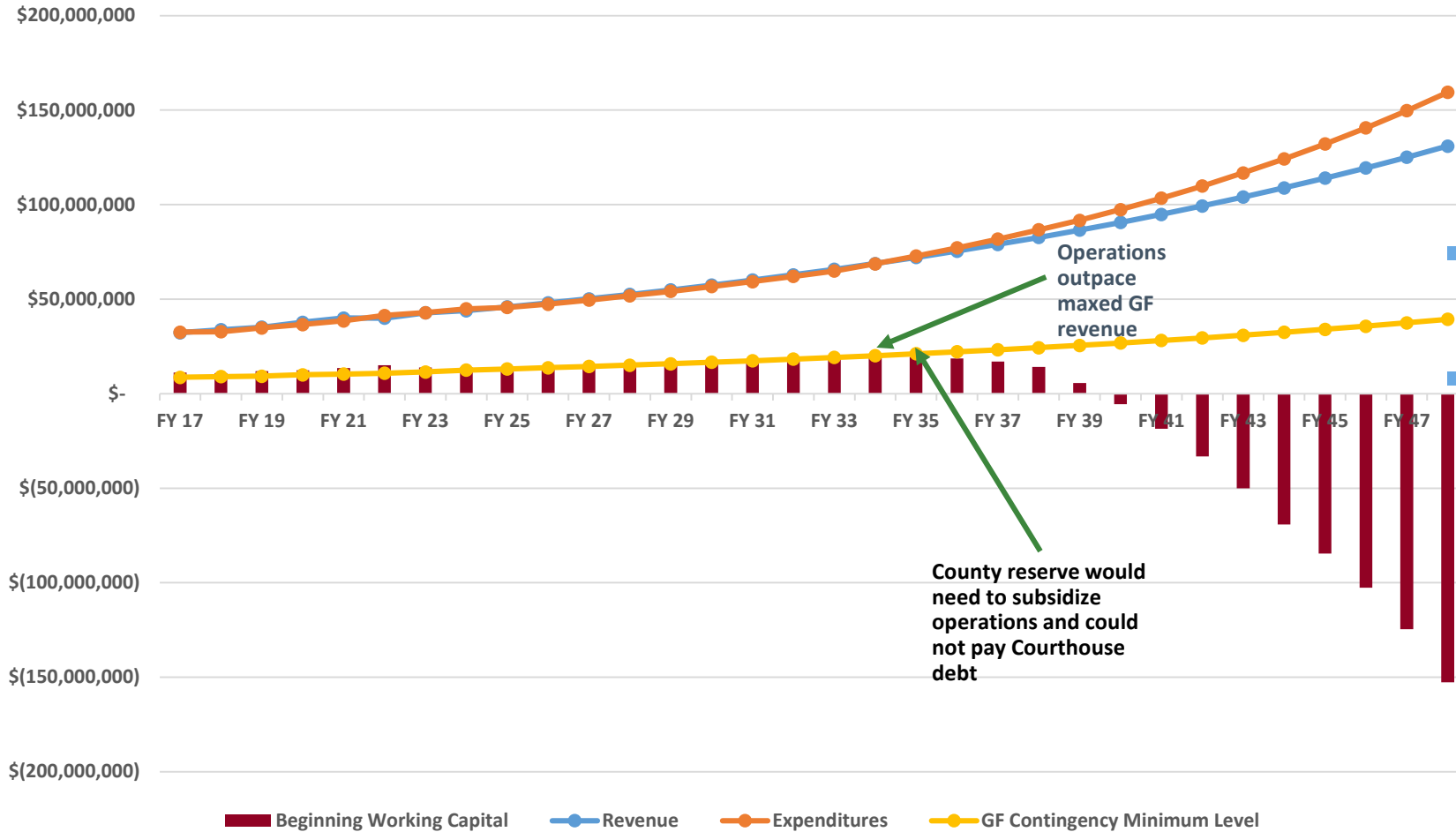


- Available General Funds at end of year represent revenue over expenditures
- Historically used for capital maintenance and projects
- Projected to decline rapidly due to max COLA's and operational growth
- The full tax levy will not substantially slow the long-term decrease in available general funds



General Fund Operations Forecast

General Fund Year over Year Balance



- By FY35 operational expenditure growth surpasses all GF revenue and the County takes on ~\$700k of unfunded operations in FY36
- By FY39 that unfunded number has grown to +\$5M
- Critical to ensure that the GF continues to have available funds so operations continue at current service levels



Declining Available General Funds - Expenditures

- 8.2%/year average expenditure growth since 2018, while only maintaining a 5.5% property tax increase over the same period
- County FTE has grown from 1,022 to 1,234 since 2018
- Personnel Increases
 - 5% step increases
 - Max bargaining unit COLA last two years
 - Bargaining for certifications and retiree health insurance
 - Health Benefits Fund increases
 - PERS
- Increased space needs due to growth and large capital expenditures paid upfront in cash
- Unforeseen emergency capital maintenance
- Supply chain issues and inflationary increases with M&S and Capital



Declining Available General Funds - Revenue



- Guaranteed revenue sources such as property taxes are not keeping up with growing expenditures
- FY24 Property tax is projected at 4.9% AV growth due to a decrease in permitting throughout the region
- FY24 Clerk's revenue is projected to be down \$1.7M since FY21 Actuals (due to higher interest rates effecting new mortgage rates)
- Assessor's revenue in FY24 is budgeted \$500k below FY22 Actuals



Courthouse Funding - No Debt Buy Down

- **Construction Cost Estimate = \$40.5M**
- **County would issue Full Faith & Credit Bonds for \$40.5M assuming a true interest cost of 5.075% for 20 years for an annual debt service of \$3.24M and a total debt service of \$65M**
- **Annual Debt Service funded by:**
 - Prior and current years unallocated transient room tax revenue
 - All future years unallocated transient room tax revenue
 - Prior and current years general fund
 - Future years general fund until it is depleted
 - Monitoring growth rate
- **Without significant deviations from the modeled assumptions (or significant State funding) all Countywide TRT and available general funds is needed to pay courthouse debt**

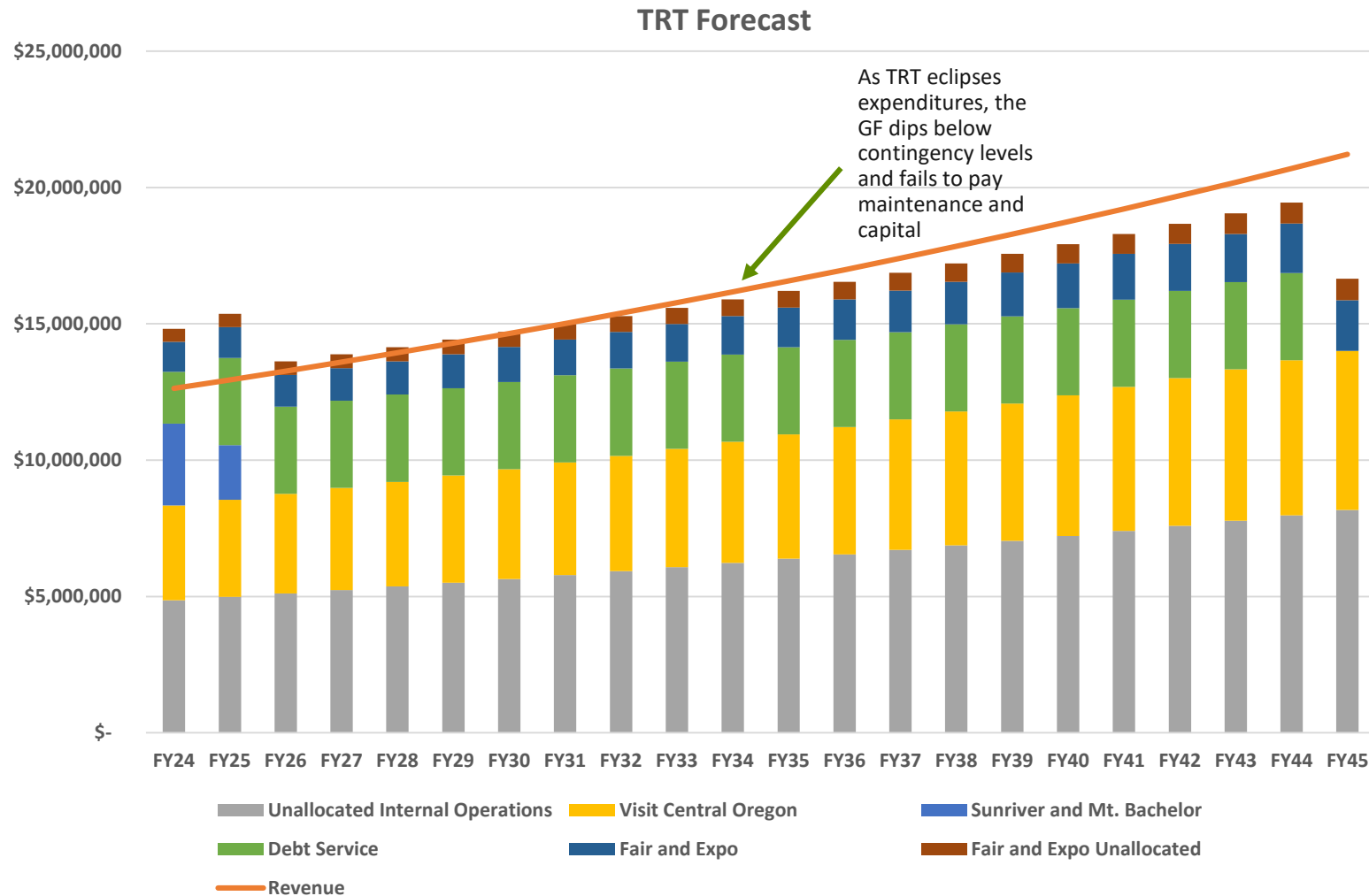


Transient Room Tax

- Transient room tax (TRT) predominantly funds tourism promotion/facilities and the provision of general government services
- TRT is broken up into three taxes
 - 6%
 - 80% unallocated, has been used to support internal operations and recently Sunriver, Mt. Bachelor and the Deschutes Trails Coalition for various projects
 - 20% allocated to tourism promotion through Visit Central Oregon
 - 1%
 - Fully allocated to Visit Central Oregon
 - New 1%
 - 70% allocated to Fair and Expo for marketing and tourism
 - 30% unallocated historically used to support Fair and Expo capital maintenance requirements
- Highly variable and difficult to forecast



Transient Room Tax Forecast

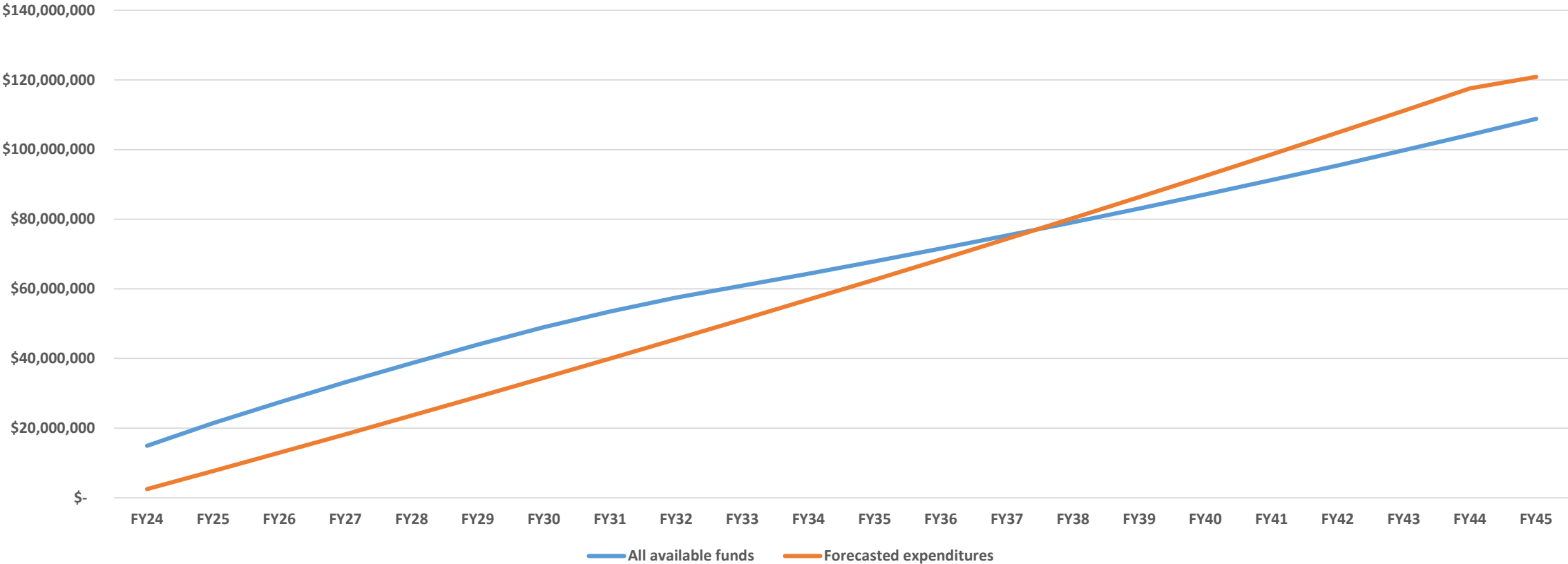


- Assumes 2.5% revenue and expenditure growth
- Unallocated internal operations include transfer to Sheriff's Office, Health Services, Justice Court and Administrative costs
- TRT does not cover debt in the early years and will need to be covered by available general funds
- When TRT revenue surpasses expenditures, the GF is projected to have no available funds
- At this juncture TRT would need to cover other costs usually associated with available general funds such as capital maintenance and operations



Available Funds vs. Forecasted Expenditures

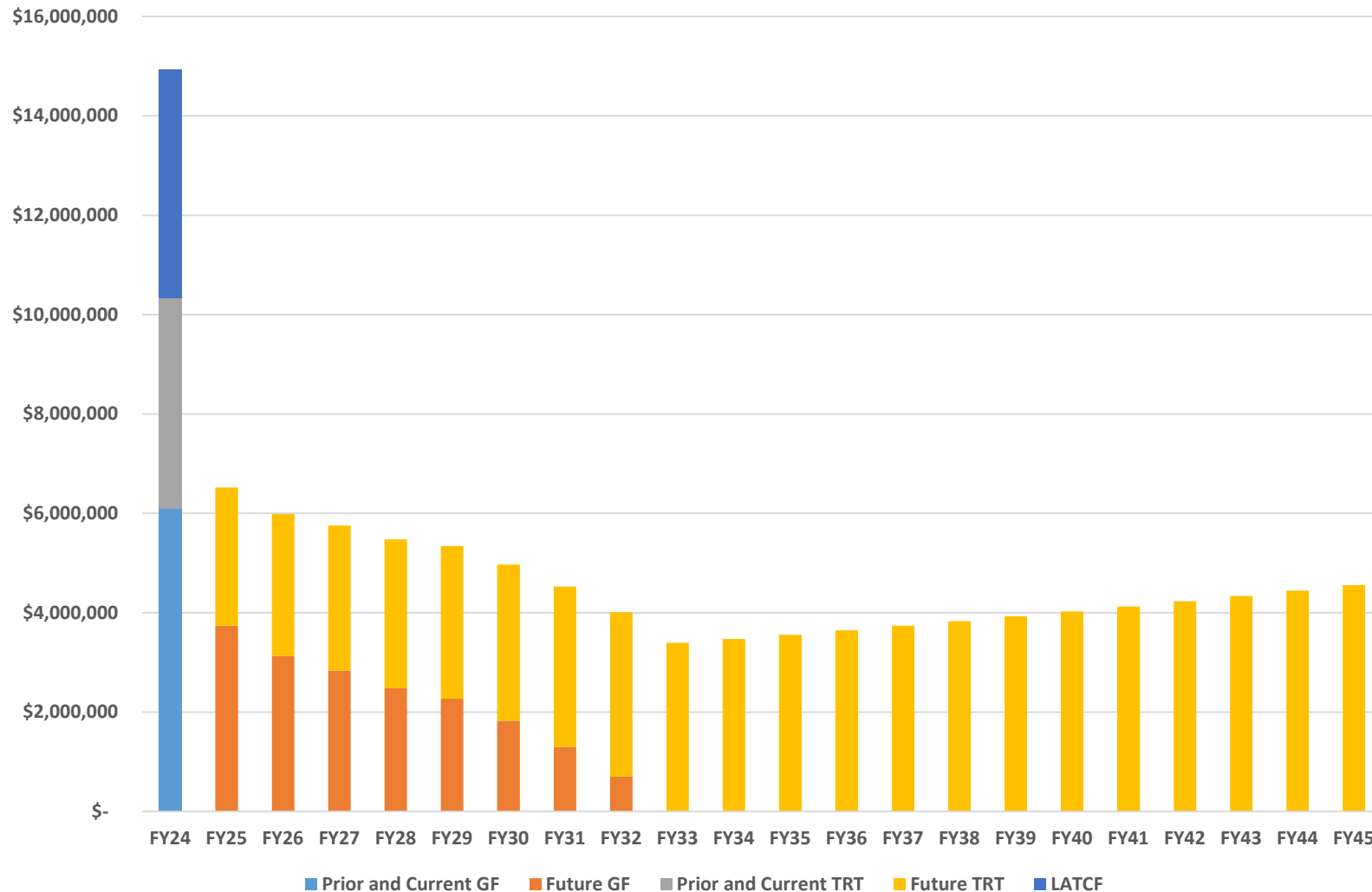
Available Funds vs. Forecasted Expenditures





Available Funds Forecast - Annual

All Source of Available Funds (Annual)

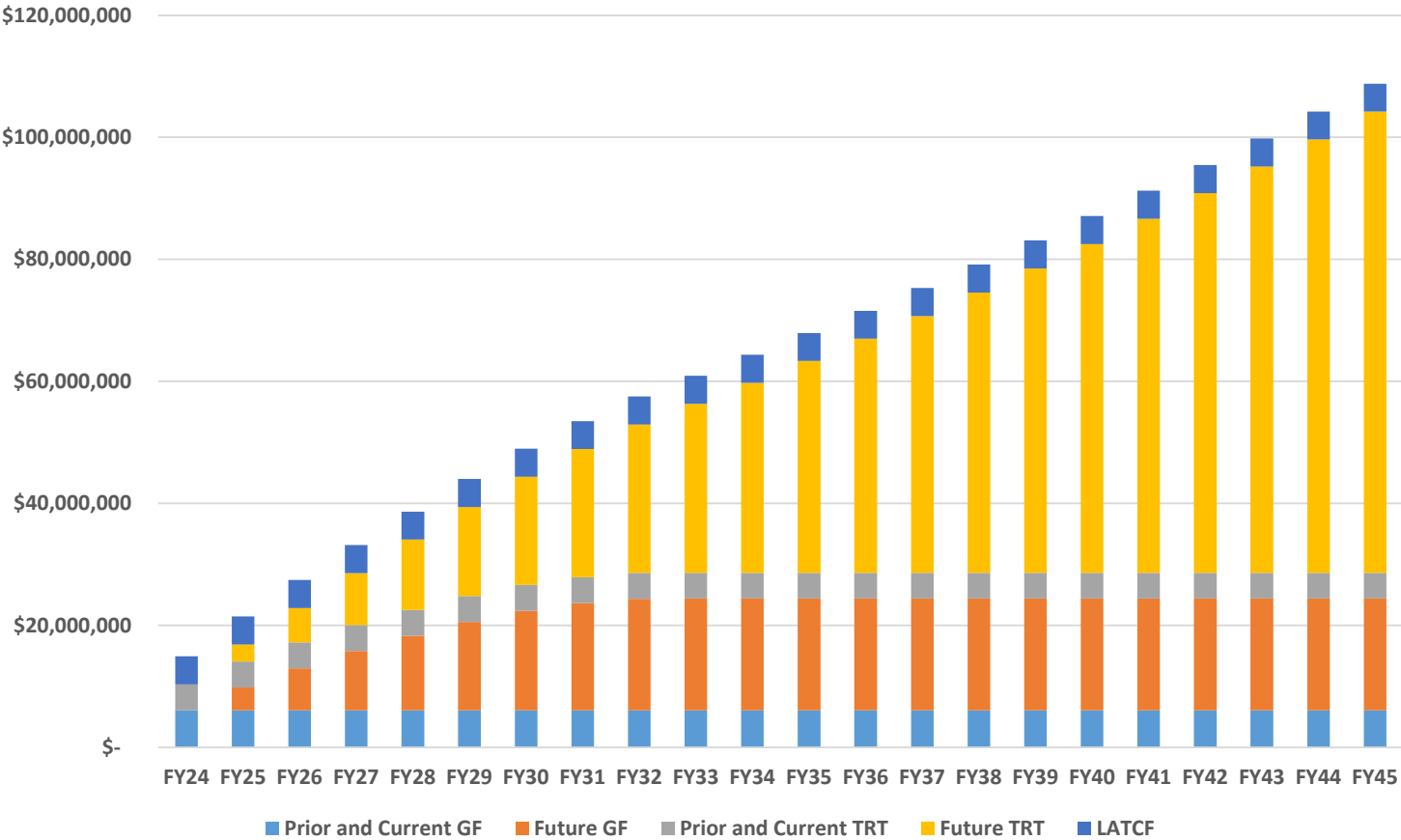


- The forecast shows available funds by source
- GF available funds is shown as funds remaining after operations but prior to coverage of annual maintenance and capital needs
- TRT available funds is shown as the remainder of funds after all expenditures less debt service payments



Available Funds Forecast - Cumulative

All Source of Available Funds Forecast (Cumulative)

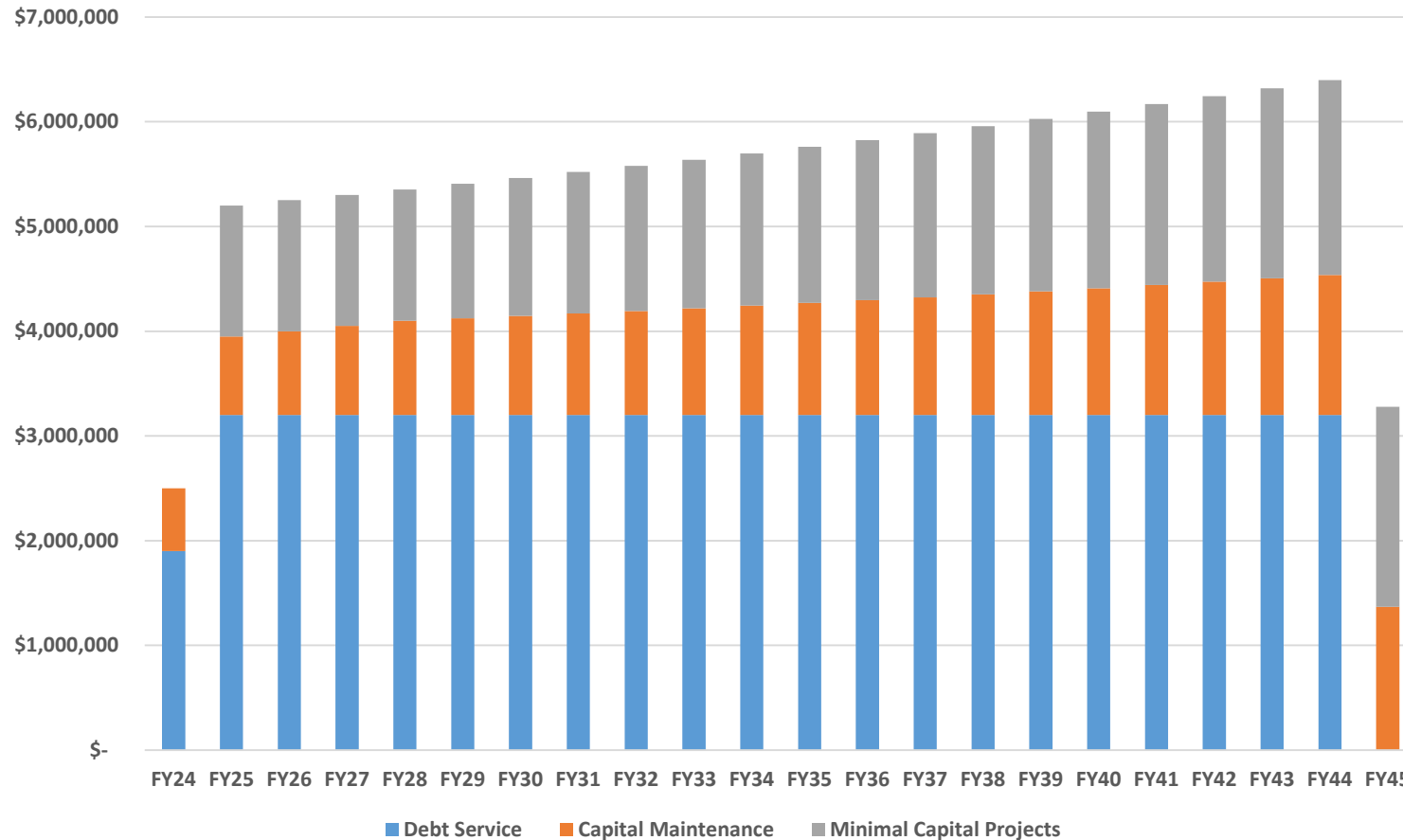


- The forecast shows available funds by source from a cumulative perspective
- All revenue sources total \$108M



Debt and Capital Expenditure Forecast - Annual

Debt and Capital Expenditures - Annual

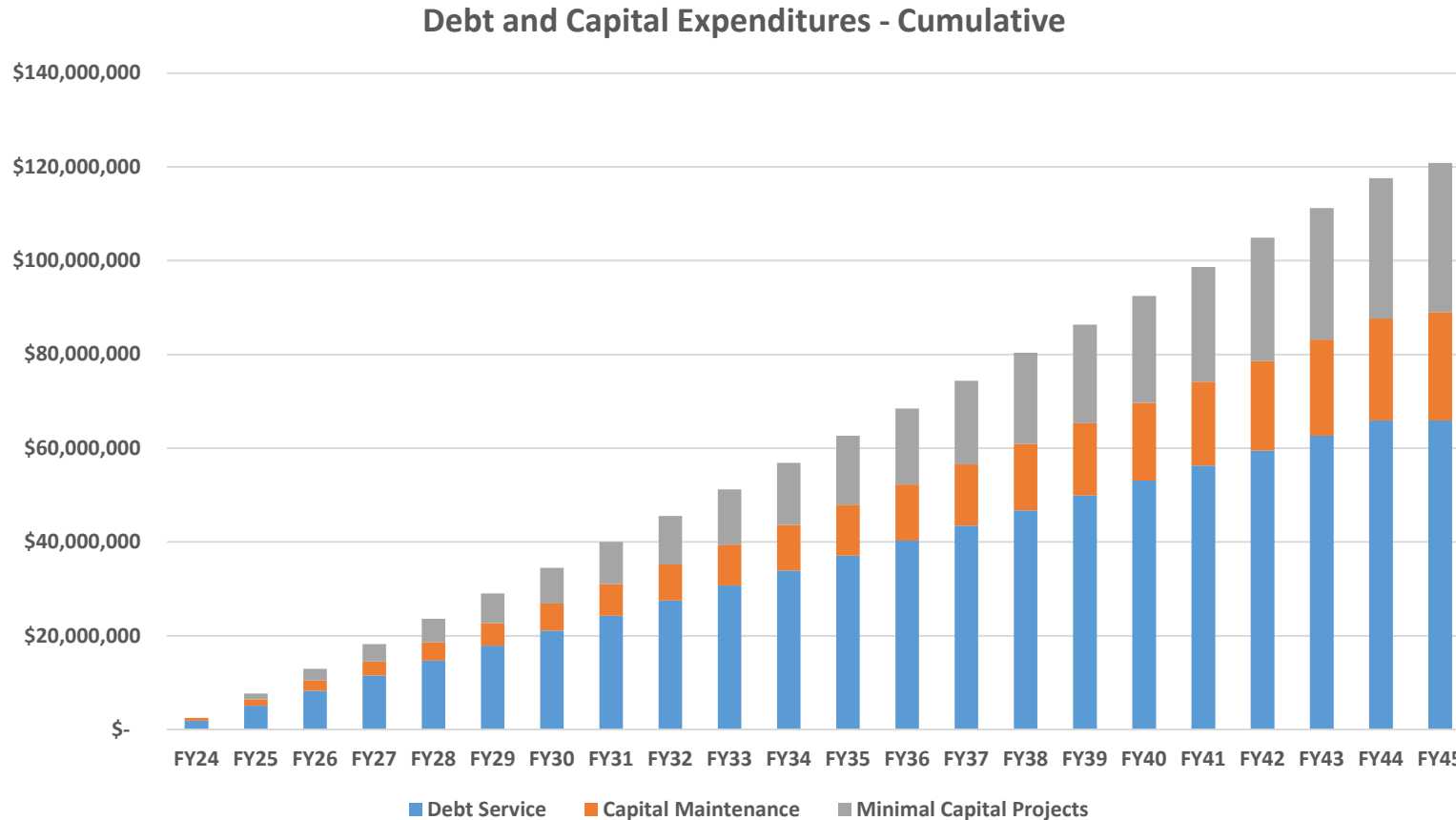


- The forecast shows the courthouse debt service and minimum capital maintenance and capital projects expenditures by year
- These are the expenditures that available funds will need to cover
- This does not include the GF unfunded operations after FY34





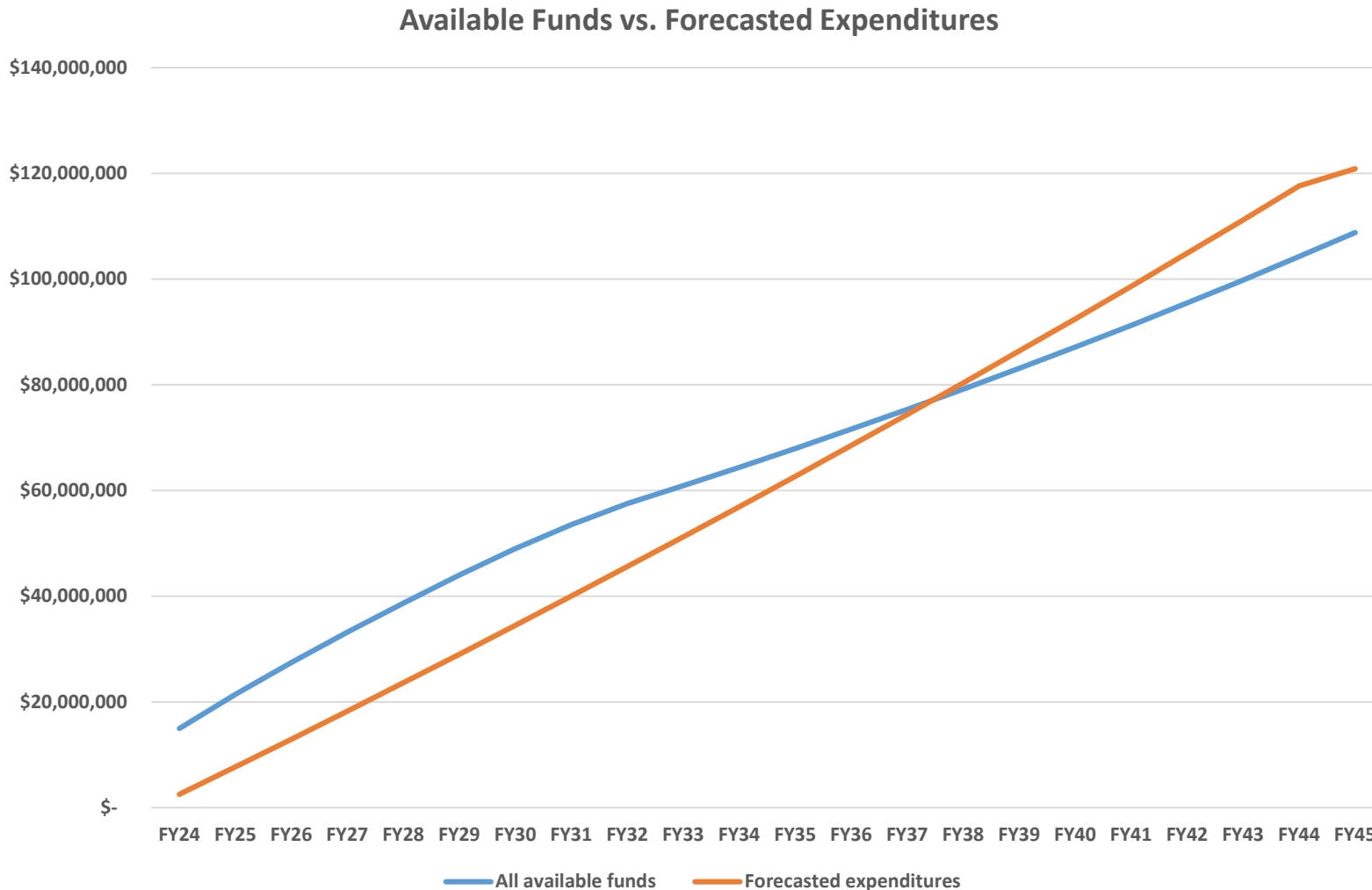
Debt and Capital Expenditure Forecast - Cumulative



- The forecast shows the accumulation of courthouse debt service and minimum capital maintenance and capital projects expenditures
- All expenditures total \$120M
- This does not include the GF unfunded operations after FY34



Available Funds vs. Forecasted Expenditures



- Overlay of cumulative funds vs. cumulative expenditures
- Available funds fail to meet debt service obligations and minimal capital needs in FY38
- This does not include the GF unfunded operations after FY34
- Without other revenue sources or a decrease in operational growth, debt and capital needs are not met



Other Future County Priorities Not Included In Projections

- Increased operational subsidies to multiple departments outside of the General Fund who are currently facing declining revenues
- The County's portion of long-term funding of the office of coordinated houselessness after FY 2025
- Stabilization Center funding
- Public safety campus improvements



Courthouse Funding - \$10M Debt Buy Down

- **Construction Cost Estimate = \$40.5M**
- **Buy down \$10M**
 - \$5.4M in General County Reserve
 - \$4.6M in LATCF funds
 - Saves ~\$6.2M in interest costs over the life of the debt service
 - Fails to meet debt service obligations beginning in FY42 without additional revenue sources or a reduction in growth expenditures
- **County would issue Full Faith & Credit Bonds for \$30M assuming a true interest cost of 5.075% for 20 years for an annual debt service of \$2.5M and a total debt service of \$49.3M**
- **Annual Debt Service funded by:**
 - Unallocated Room Tax Revenue Transfer to General County Reserve (060)
 - Remaining GF Revenue Transfer to General County Reserve (060)
 - Monitoring Growth Rate



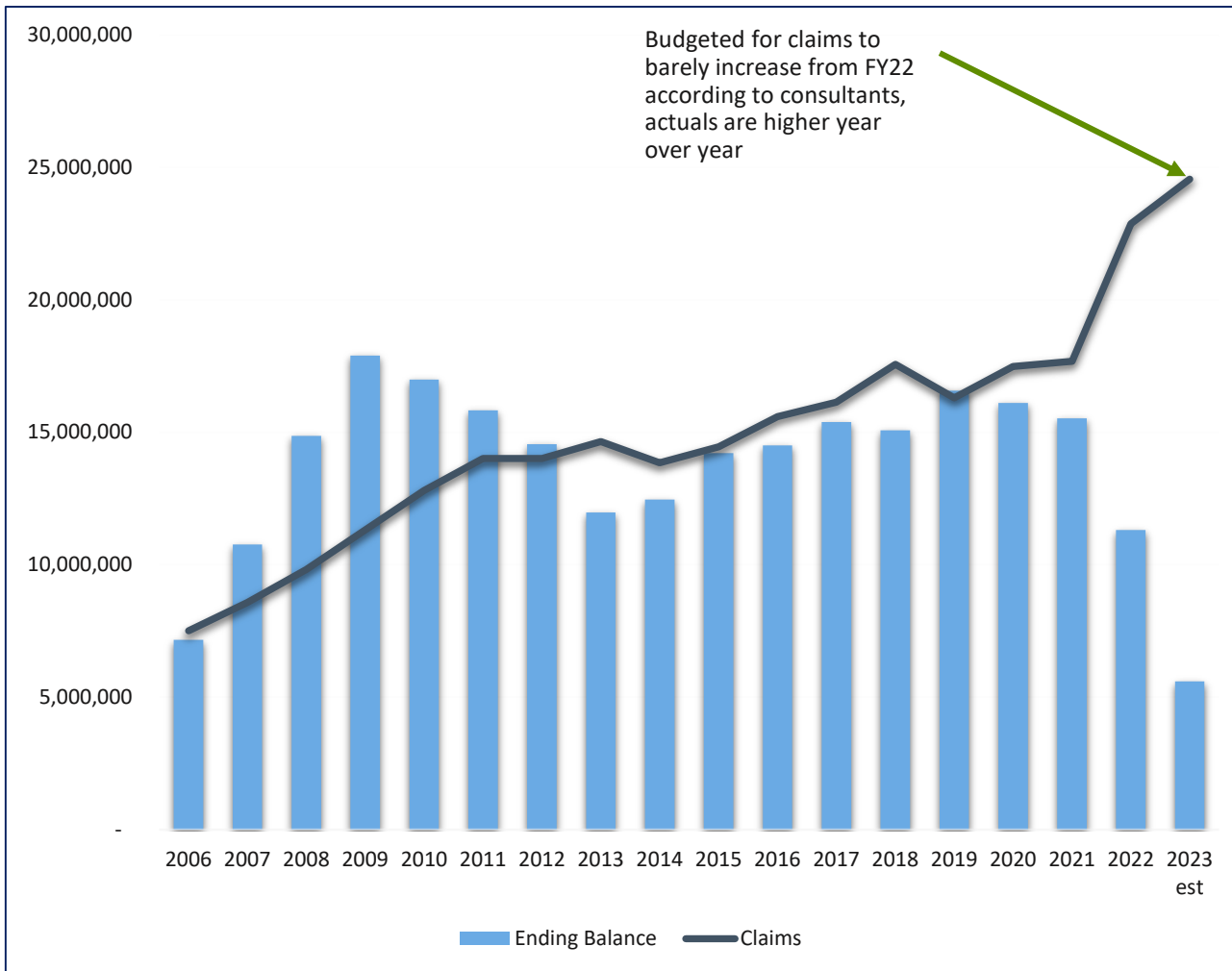
Considerations

- Levying the County's full tax rate of \$1.2783 per \$1,000 assessed value
- Deferring any new TRT allocations
- Slowing operational growth Countywide and within the General Fund until inflation decreases and projected assessed value growth of property tax returns to higher levels
- Buying down \$10 million in courthouse debt to save on financing costs
- Considering changing revenue allocations from other sources and redirect to the General Fund and courthouse funding, such as PILT



Health Benefits Forecast

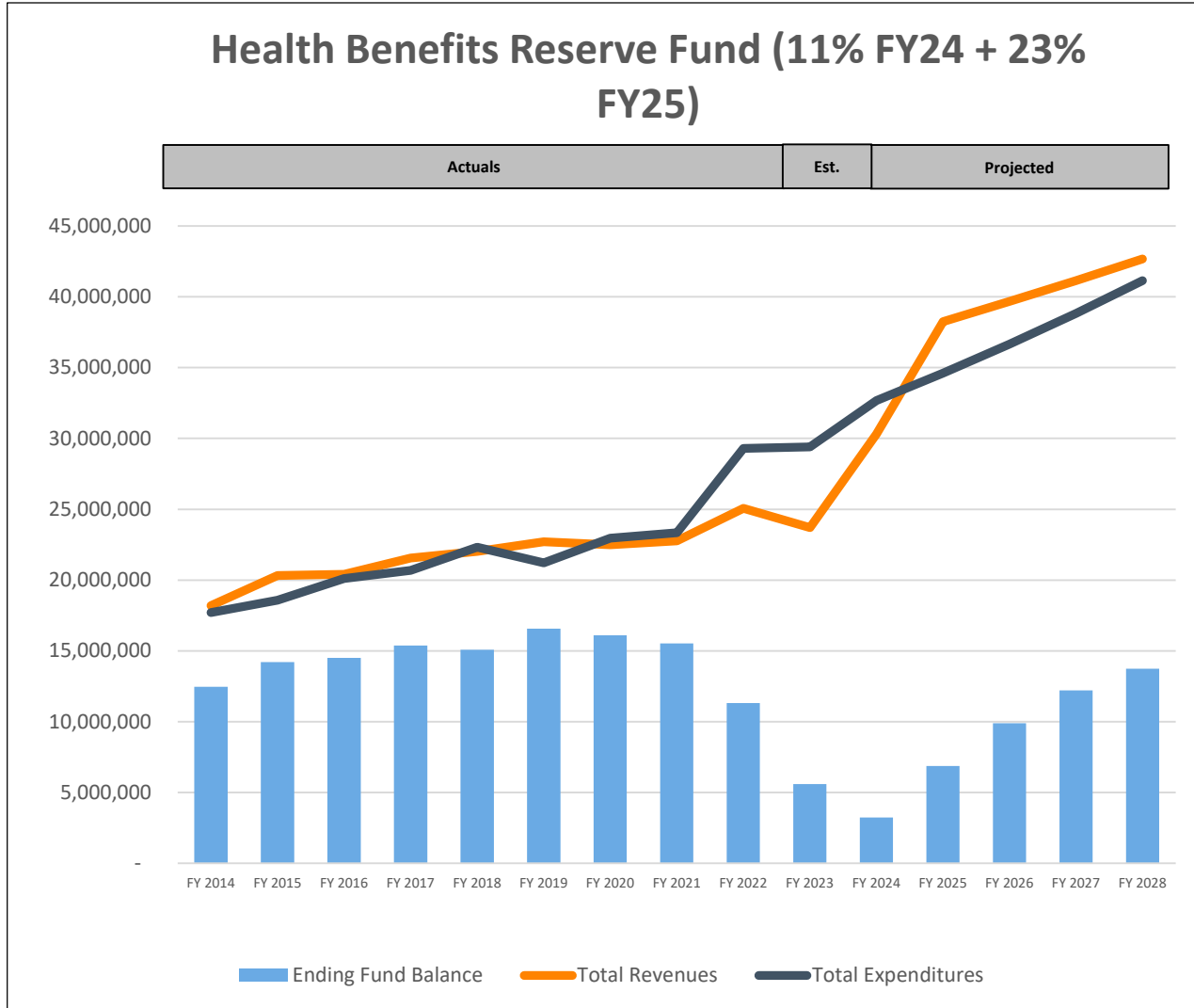
County Health Benefits Fund



- County strategy was to subsidize premiums to spend down reserves to align with policy (\$5-\$8M)
- Spent down quicker than projected
- Decreased the funds ending balance by ~\$4M in FY22
- Projected decrease by ~\$5.8M in FY23
- Increased rates by 11% in FY24
- The County needs to substantially increase rates in FY25 to meet claims costs



County Health Benefits Fund Forecast



- County projected FY23 claims to slightly increase from FY22 based on "Covid-19 pent up demand declining"
- Instead, FY23 claims grew and appears to be the new baseline due to rising medical costs
- Early analysis shows the County will need to raise rates by 23% in FY25 to adjust to new claims levels
- This will increase the overall pressure on the GF by +\$400k per year
- Recommend contingency should be 25% of projected claims due to ~\$6M unforeseen decrease in BWC





Closing Thoughts

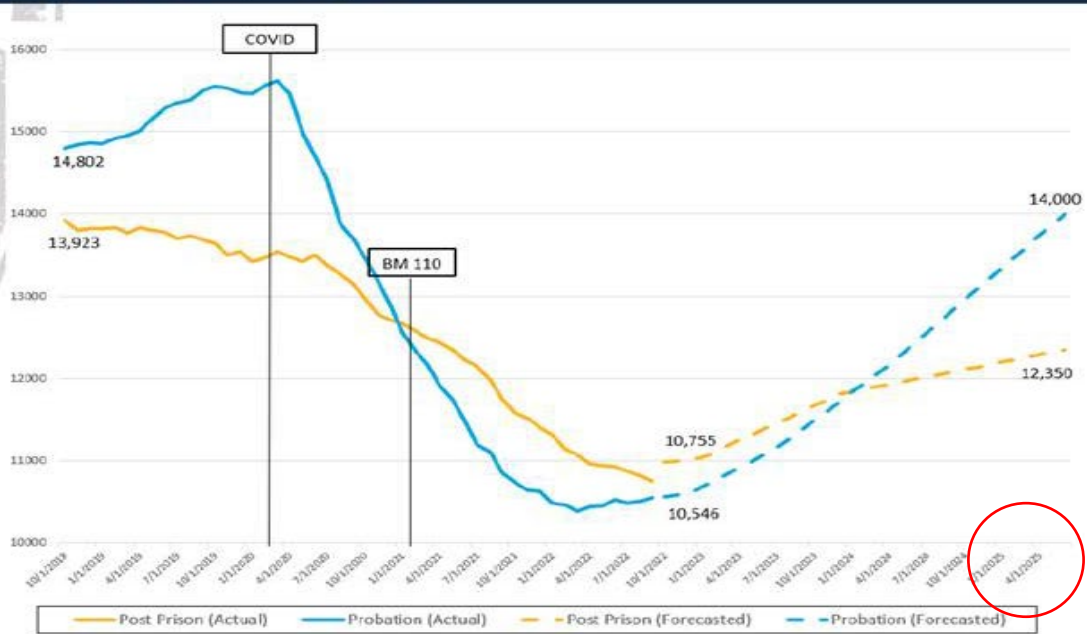
- Review considerations
- Questions



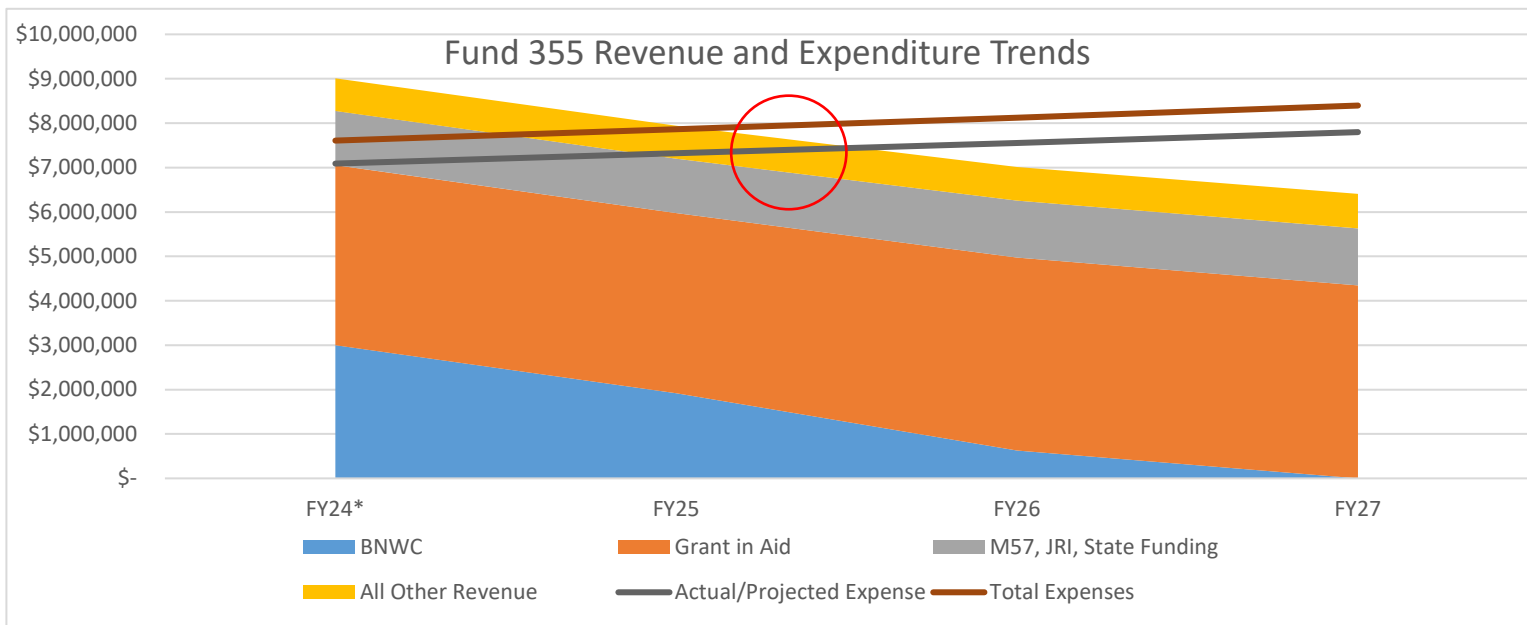
Deschutes County Adult Parole and Probation Fund 355

FY 2024 Budget Presentation – Handout

COMMUNITY CORRECTIONS POPULATION TRENDS



Fund 355 Revenue and Expense Trends Based on Current Population/Funds



DESCHUTES COUNTY JUSTICE COURT

SMALL CLAIM & CIVIL FILINGS

SMALL CLAIM/CIVIL FY 19-20	
	TOTAL
SMALL CLAIM	642
CIVIL	117
TOTAL	759

SMALL CLAIM/CIVIL FY 20-21	
	TOTAL
SMALL CLAIM	433
CIVIL	99
TOTAL	532

SMALL CLAIM/CIVIL FY 21-22	
	TOTAL
SMALL CLAIM	493
CIVIL	101
TOTAL	594

SMALL CLAIM/CIVIL FY 22-23	
	PROJECTED TOTAL
SMALL CLAIM	463
CIVIL	121
TOTAL	584

CITATIONS FILED

TOTAL CITES	FY 19-20
SHERIFF	1652
REDMOND	2317
SISTERS	54
ODOT	242
SUNRIVER/OTHER	304
TOTAL	4569

TOTAL CITES	FY 20-21
SHERIFF	1121
REDMOND	2393
SISTERS	169
ODOT	178
SUNRIVER/OTHER	308
TOTAL	4169

TOTAL CITES	FY 21-22
SHERIFF	1021
REDMOND	2586
SISTERS	416
ODOT	294
SUNRIVER/OTHER	506
TOTAL	4823

PROJECTED TOTAL	FY 22-23
SHERIFF	749
REDMOND	4176
SISTERS	383
ODOT	283
SUNRIVER/OTHER	548
TOTAL	6139

REVENUE COLLECTED FOR AGENCIES

REVENUE	FY 19-20
DESCHUTES CO	\$556,877
STATE OF OR	\$159,315
REDMOND	\$116,486
SISTERS	\$1,560
SUNRIVER	\$11,425
TOTAL	\$845,663

REVENUE	FY 20-21
DESCHUTES CO	\$500,818
STATE OF OR	\$136,242
REDMOND	\$105,783
SISTERS	\$1,539
SUNRIVER	\$10,497
TOTAL	\$754,879

REVENUE	FY 21-22
DESCHUTES CO	\$494,265
STATE OF OR	\$148,928
REDMOND	\$99,880
SISTERS	\$7,360
SUNRIVER	\$15,896
TOTAL	\$766,328

PROJECTED REVENUE	FY 22-23
DESCHUTES CO	\$509,145
STATE OF OR	\$175,139
REDMOND	\$119,005
SISTERS	\$7,987
SUNRIVER/OTH	\$14,868
TOTAL	\$826,144

DC911 710 CAPITAL RESERVES PLAN

updated 04/13/23

FY24 PROJECTS	COST/ESTIMATED COST	STATUS
9-1-1 Firewall Replacement	\$60,000	FY Project
Internal/External Security Cameras	\$50,000	FY Project
Resource Machines - Dispatch Consoles	\$60,000	FY Project
Annual Increase Hard Drive Capacity	\$20,000	FY Project
Phone/Radio Recorder Replacement	\$140,000	Approx. Every 7 years
Radio Enhancement - Towers	\$40,000	FY Project
Towable Radio Site Generator	\$14,000	FY Project
Fixed Radio Site Generator	\$14,000	FY Project
UPS 9-1-1 Back-Up Center	\$40,000	FY Project
FY23 Carry-Over Project - Mezzanine Garage Bay	\$425,000	FY Project
FY23 Carry-Over Project - Henkle, Long Butte, Sta 704	\$704,000	FY Project
FY23 Carry-Over Project - 9-1-1 Back Up Center	\$284,000	FY Project
Total	\$1,851,000	
FY25 PROJECTS	COST/ESTIMATED COST	STATUS
IT Division - Blue Explorer Replacement	\$60,000	FY Project
9-1-1 CAD Computer Replacements	\$230,000	Equipment Lifecycle Replacement
9-1-1 Backup Center Phased Technology Improvements	\$100,000	FY Project
Annual Increase Hard Drive Capacity	\$25,000	FY Project
Remodel of training area/offices	\$850,000	FY Project
Total	\$1,265,000	
FY26 PROJECTS	COST/ESTIMATED COST	STATUS
9-1-1 Dispatch Console Replacement (24 Total)	\$500,000	FY Project
9-1-1 Dispatch Floor Interior Remodel/New Console Design	\$1,000,000	FY Project
9-1-1 Console Monitor Replacements	\$200,000	Equipment Lifecycle Replacement
9-1-1 Backup Center Phased Technology Improvements	\$100,000	FY Project
Annual Increase Hard Drive Capacity	\$25,000	FY Project
Total	\$1,825,000	
FY27 PROJECTS	COST/ESTIMATED COST	STATUS
9-1-1 Backup Center Phased Technology Improvements	\$100,000	FY Project
Annual Increase Hard Drive Capacity	\$25,000	FY Project
Total	\$125,000	
FY28 PROJECTS	COST/ESTIMATED COST	STATUS
9-1-1 Backup Center Phased Technology Improvements	\$100,000	FY Project
911 Bend Server/Storage/Network Refresh	\$200,000	5 year Lifecycle Replacement
Total	\$300,000	

070 General County Projects 5 Year Projection

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029
Property Tax (4.7% increase Yr. over Yr.)	1,157,000	1,211,379	1,259,834	1,310,228	1,362,637	1,417,142
Fund 060 Transfer	600,000	650,000	682,500	716,625	752,456	790,079
Beginning Cash	755,201	407,201	697,580	1,086,814	1,021,757	743,749
Total Resources	2,512,201	2,268,580	2,639,914	3,113,667	3,136,850	2,950,970
Major Envelope				750,000	750,000	750,000
Roofs	595,000	550,000	465,000	130,000	350,000	
Major Maintenance (10% increase Yr. over Yr.)	610,000	671,000	738,100	811,910	893,101	982,411
CDD Exterior	500,000					
HVAC	250,000	200,000	200,000	250,000	250,000	250,000
Miscellaneous	150,000	150,000	150,000	150,000	150,000	150,000
Total Expenses	2,105,000	1,571,000	1,553,100	2,091,910	2,393,101	2,132,411
Annual contingency	208,000	350,000	400,000	400,000	400,000	400,000

FY 2024 Fund 070 General County Projects

Capital Maintenance and Remodels

5/10/2023

Roof Replacements		
	Grey Courthouse	\$ 350,000.00
	Mike Maier Services Building	\$ 150,000.00
	Unger	\$ 95,000.00
HVAC		
	DDC Upgrades - WSSB/DSB/Unger	\$ 60,000.00
	Juvenile Duct Cleaning	\$ 30,000.00
	Juvenile rooftop unit replacements	\$ 140,000.00
	Telecare/Recovery Center replacment	\$ 200,000.00
	Upgrade/Replacements of equipment	\$ 100,000.00
	Urgent/unforeseen	\$ 50,000.00
Various Buildings		
	Access control	\$ 30,000.00
	ADA improvements	\$ 20,000.00
	Building envelope maintenance (caulking, gutters, heat tape)	\$ 25,000.00
	Community Development exterior	\$ 500,000.00
	Energy Trust of Oregon/Strategic Energy Management projects	\$ 25,000.00
	Fire alarm/fire sprinkler major maintenance	\$ 40,000.00
	Flooring	\$ 60,000.00
	Health Services Building exterior	\$ 95,000.00
	Seismic upgrades	\$ 50,000.00
	Sidewalk maintenance/replacement	\$ 40,000.00
	Unger Building parking lot/ADA Compliance	\$ 50,000.00
	Urgent/unforeseen building envelope	\$ 35,000.00
	Urgent/unforeseen safety improvements	\$ 50,000.00
	Community Justice - Juvenile Gate	\$ 90,000.00
UIC Improvements		
	Sediment traps, oil/water separators, drill hole decommissioning	\$ 50,000.00
Capital Maintenance Subtotal		\$ 2,335,000.00

Remodels		
	Community Development Lobby Remodel	\$ 125,000.00
	Health Services Courtney clinic remodel	\$ 501,500.00
	Health Services Antler remodel	\$ 181,000.00
	District Attorney's penthouse feasibility	\$ 50,000.00
Remodel Subtotal		\$ 857,500.00

Fund 070 Total \$ 3,192,500.00

5/10/2023

FY 2024 Fund 463 Campus Improvement

		4631051	4631050
Courthouse Expansion Program			
	Courthouse Expansion	\$ 10,345,000.00	
	AJ Tucker Building/Site restoration		\$ 395,000.00
	Downtown Parking		\$ 1,320,000.00
Public Safety Campus Improvements			
	Adult Parole & Probation Expansion - DCSO Wellness		\$ 56,500.00
	Safety Campus Master Planning		\$ 100,000.00
	Public Safety Parking		\$ 55,000.00
	North County remodel - 244 Kingwood		\$ 476,000.00
	North County remodel - 236 Kingwood		\$ 519,500.00
	Juvenile Detention		\$ 236,125.00
Planning			
	County Facilities Space Planning		\$ 213,703.00
		\$ 10,345,000.00	\$ 3,371,828.00



**ROAD
DEPARTMENT**

ROAD CAPITAL IMPROVEMENT PLAN FISCAL YEARS 2024 — 2028



MAY 15, 2023



**ROAD
DEPARTMENT**

ROAD CAPITAL IMPROVEMENT PLAN FISCAL YEARS 2024 - 2028

Date: May 15, 2023

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

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

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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 2024 through Fiscal Year 2028. The Department has identified \$77,315,530 in total project expenditures for the five-year period. The projects outlined in the CIP include intersection and corridor improvements, major pavement preservation, bridge replacement and rehabilitation, and other project types 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 location map for each project.

INTRODUCTION

Deschutes County Road Department is responsible for the improvement, operation, and maintenance of the 926-mile County road system. Pursuant to the Deschutes County Transportation System Plan and Federal Highway Administration 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.

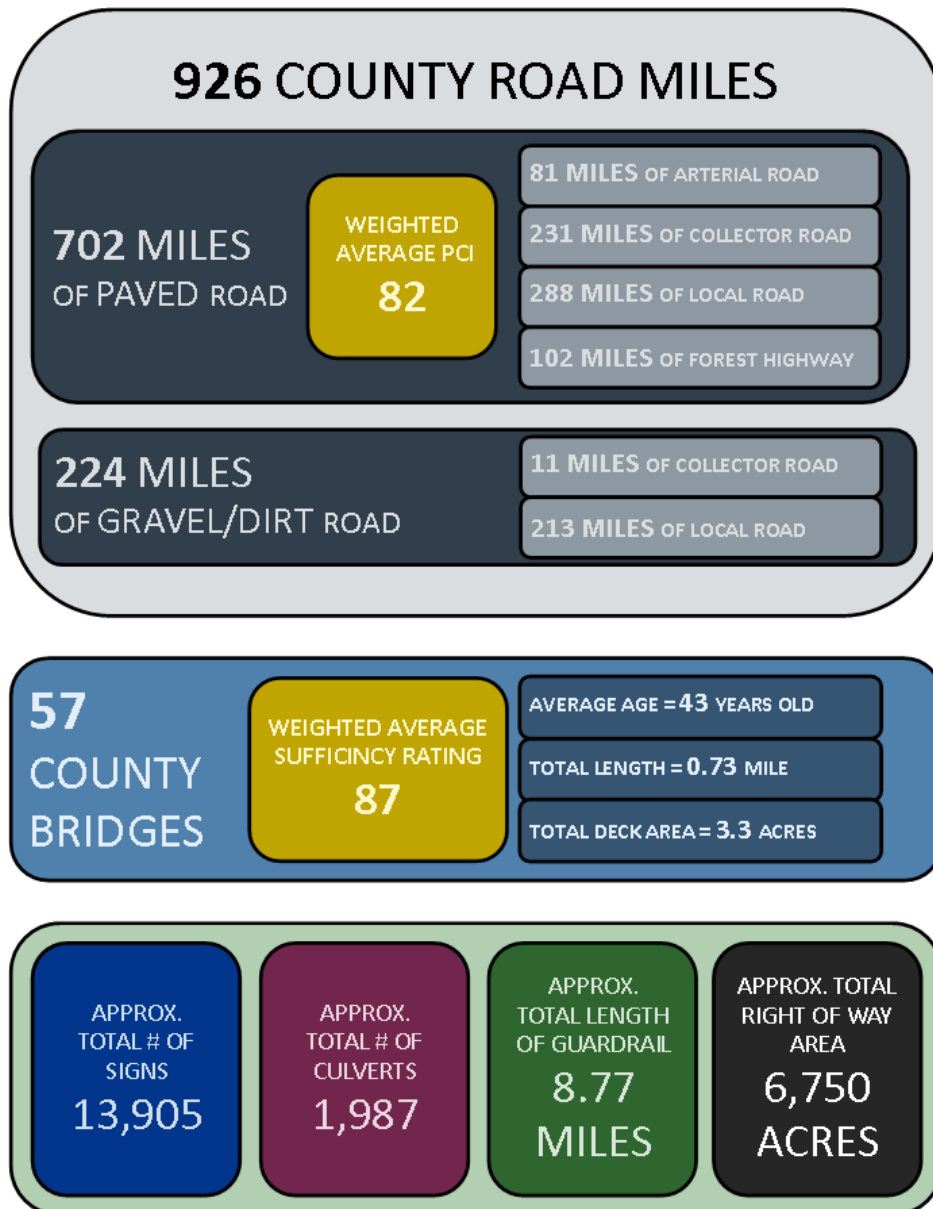


FIGURE 1 – DESCHUTES COUNTY ROAD SYSTEM AT A GLANCE

This report has been developed to:

- Identify the Department’s Capital Improvement Plan for Fiscal Years 2024 through 2028.
- 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.



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 current TSP covers the 20-year period from 2010 to 2030. Projects identified in the TSP have been prioritized as High, Medium, and Low priority.

The County is currently in the process of updating the TSP for years 2020 through 2040; this update is anticipated to be finalized in Calendar Year 2023.

- **Asset Management Programs**

The Department implements various asset management programs to efficiently manage over \$550 million worth of County road infrastructure. 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.

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.

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
<u>ROAD FUND (325) REVENUE</u>					
BEGIN FUND BALANCE	\$ 5,521,251	\$ 2,890,389	\$ 2,977,101	\$ 3,066,414	\$ 3,158,406
STATE HWY FUND	\$ 20,648,483	\$ 22,000,000	\$ 22,500,000	\$ 23,000,000	\$ 23,500,000
FOREST RECEIPTS	\$ 689,703	\$ 689,703	\$ 689,703	\$ 689,703	\$ 689,703
PILT	\$ 2,240,000	\$ 2,240,000	\$ 2,240,000	\$ 2,240,000	\$ 2,240,000
PARTNER AGENCY REVENUE (1% INCREASE/YR)	\$ 1,156,342	\$ 1,167,905	\$ 1,179,584	\$ 1,191,380	\$ 1,203,294
EQUIPMENT/MATERIAL SALES (3% INCREASE/YR)	\$ 614,500	\$ 632,935	\$ 651,923	\$ 671,481	\$ 691,625
INTERFUND PAYMENTS C	\$ 1,450,015	\$ 1,493,515	\$ 1,538,321	\$ 1,584,471	\$ 1,632,005
OTHER (1% INCREASE/YEAR)	\$ 128,808	\$ 130,096	\$ 131,397	\$ 132,711	\$ 134,038
INTEREST (0.5%)	\$ 139,031	\$ 156,223	\$ 159,540	\$ 162,881	\$ 166,245
TOTAL ROAD FUND (325) REVENUE	\$ 32,588,133	\$ 31,400,767	\$ 32,067,569	\$ 32,739,040	\$ 33,415,317
<u>ROAD FUND (325) EXPENDITURE</u>					
PERSONNEL (3% INCREASE/YEAR)	\$ 8,284,451	\$ 8,532,985	\$ 8,788,974	\$ 9,052,643	\$ 9,324,223
MATS/SERV (3% INCREASE/YEAR)	\$ 8,595,033	\$ 8,852,884	\$ 9,118,471	\$ 9,392,025	\$ 9,673,785
CAPITAL OUTLAY (3% INCREASE/YEAR)	\$ 118,260	\$ 121,808	\$ 125,462	\$ 129,226	\$ 133,103
TRANSFER TO ROAD BLDG/EQUIP CIP (330)	\$ 2,700,000	\$ 2,500,000	\$ 2,500,000	\$ 3,000,000	\$ 3,000,000
TRANSFER TO ROAD CIP (465)	\$ 10,000,000	\$ 8,415,990	\$ 8,468,249	\$ 8,006,740	\$ 8,031,048
CONTINGENCY (3% INCREASE/YEAR)	\$ 2,890,389	\$ 2,977,101	\$ 3,066,414	\$ 3,158,406	\$ 3,253,158
TOTAL ROAD FUND (325) EXPENDITURE	\$ 32,588,133	\$ 31,400,767	\$ 32,067,569	\$ 32,739,040	\$ 33,415,317
<u>SDC FUND (336) REVENUE</u>					
BEGIN FUND BALANCE	\$ 1,484,022	\$ 526,622	\$ 154,721	\$ 73,243	\$ 93,243
SDC (6% INCREASE/YEAR)	\$ 1,500,000	\$ 1,590,000	\$ 1,685,400	\$ 1,786,524	\$ 1,893,715
INTEREST/OTHER (1.8%)	\$ 42,600	\$ 38,099	\$ 33,122	\$ 33,476	\$ 35,765
TOTAL SDC FUND (336) REVENUE	\$ 3,026,622	\$ 2,154,721	\$ 1,873,243	\$ 1,893,243	\$ 2,022,724
<u>SDC FUND (336) EXPENDITURE</u>					
TRANSFER TO ROAD CIP (465)	\$ 2,500,000	\$ 2,000,000	\$ 1,800,000	\$ 1,800,000	\$ 2,000,000
CONTINGENCY	\$ 526,622	\$ 154,721	\$ 73,243	\$ 93,243	\$ 22,724
TOTAL SDC FUND (336) EXPENDITURE	\$ 3,026,622	\$ 2,154,721	\$ 1,873,243	\$ 1,893,243	\$ 2,022,724
<u>ROAD CIP FUND (465) REVENUE</u>					
BEGIN FUND BALANCE	\$ 19,012,380	\$ 9,624,306	\$ 10,431,764	\$ 4,227,274	\$ 4,689,811
TRANSFER FROM ROAD FUND (325)	\$ 10,000,000	\$ 8,415,990	\$ 8,468,249	\$ 8,006,740	\$ 8,031,048
TRANSFER FROM SDC FUND (325)	\$ 2,500,000	\$ 2,000,000	\$ 1,800,000	\$ 1,800,000	\$ 2,000,000
ODOT STBG (FEDERAL HWY TRUST FUND)	\$ -	\$ 980,000	\$ 1,009,400	\$ 1,039,682	\$ 1,070,872
OTHER GRANTS	\$ 1,704,116	\$ 1,818,500	\$ 500,000	\$ 500,000	\$ 500,000
INTEREST (1%)	\$ 475,310	\$ 124,563	\$ 217,094	\$ 150,737	\$ 157,917
TOTAL ROAD CIP (465) REVENUE	\$ 33,691,806	\$ 22,963,359	\$ 22,426,507	\$ 15,724,433	\$ 16,449,649
<u>ROAD CIP FUND (465) EXPENDITURE</u>					
CAPITAL OUTLAY	\$ 23,934,730	\$ 12,408,700	\$ 18,087,100	\$ 10,956,000	\$ 11,929,000
MATERIALS & SERVICES (0.5%)	\$ 132,770	\$ 122,895	\$ 112,133	\$ 78,622	\$ 82,248
CONTINGENCY	\$ 9,624,306	\$ 10,431,764	\$ 4,227,274	\$ 4,689,811	\$ 4,438,400
TOTAL ROAD CIP FUND (465) EXPENDITURE	\$ 33,691,806	\$ 22,963,359	\$ 22,426,507	\$ 15,724,433	\$ 16,449,649

TABLE 1 – FY 2024-2028 COUNTY ROAD REVENUE AND EXPENDITURES PROJECTIONS

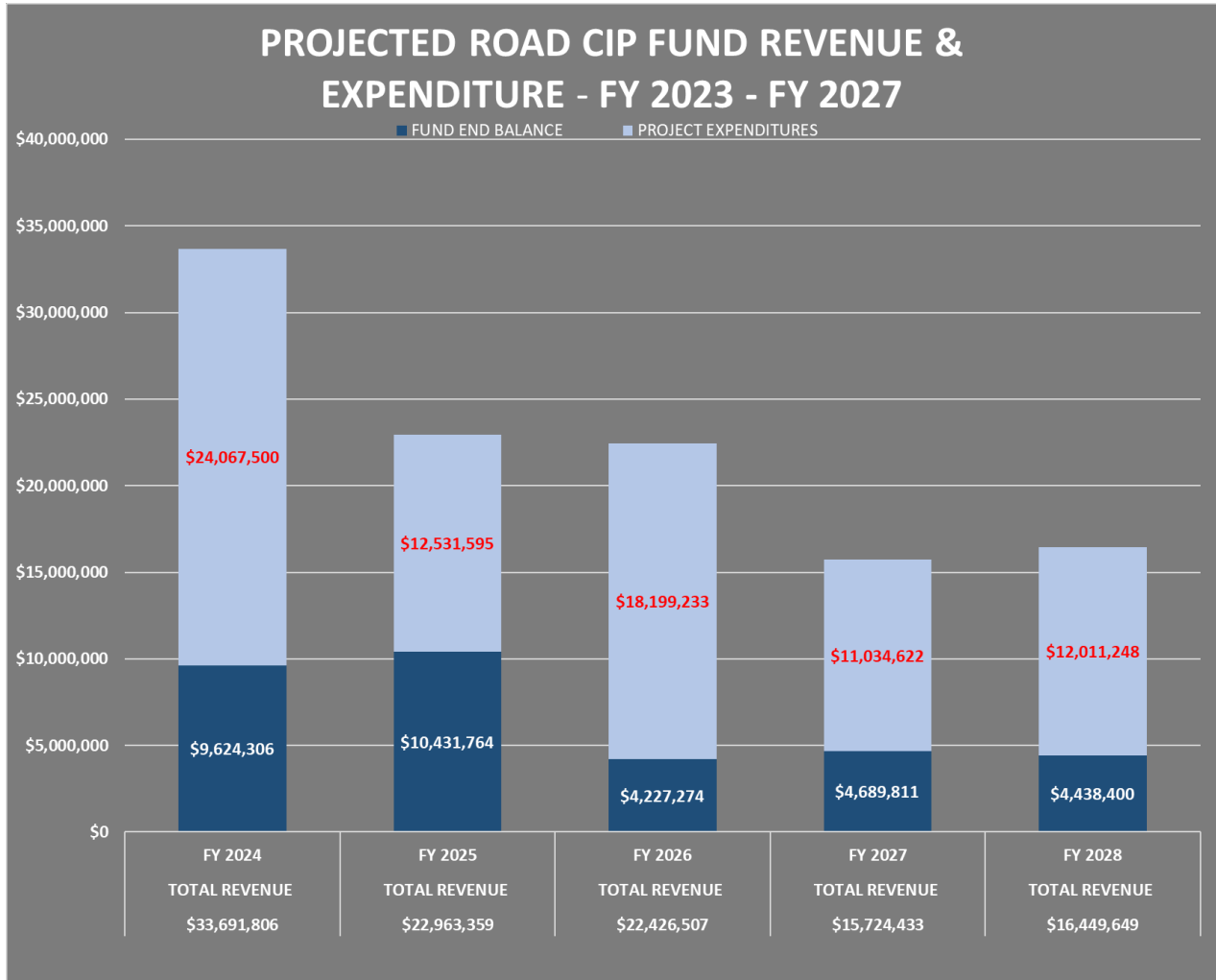


FIGURE 2 – FY 2023-2027 ROAD CIP FUND REVENUE AND EXPENDITURES PROJECTIONS

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 2023 through Fiscal Year 2027.

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 2024-2028 CIP SUMMARY



ROAD DEPARTMENT

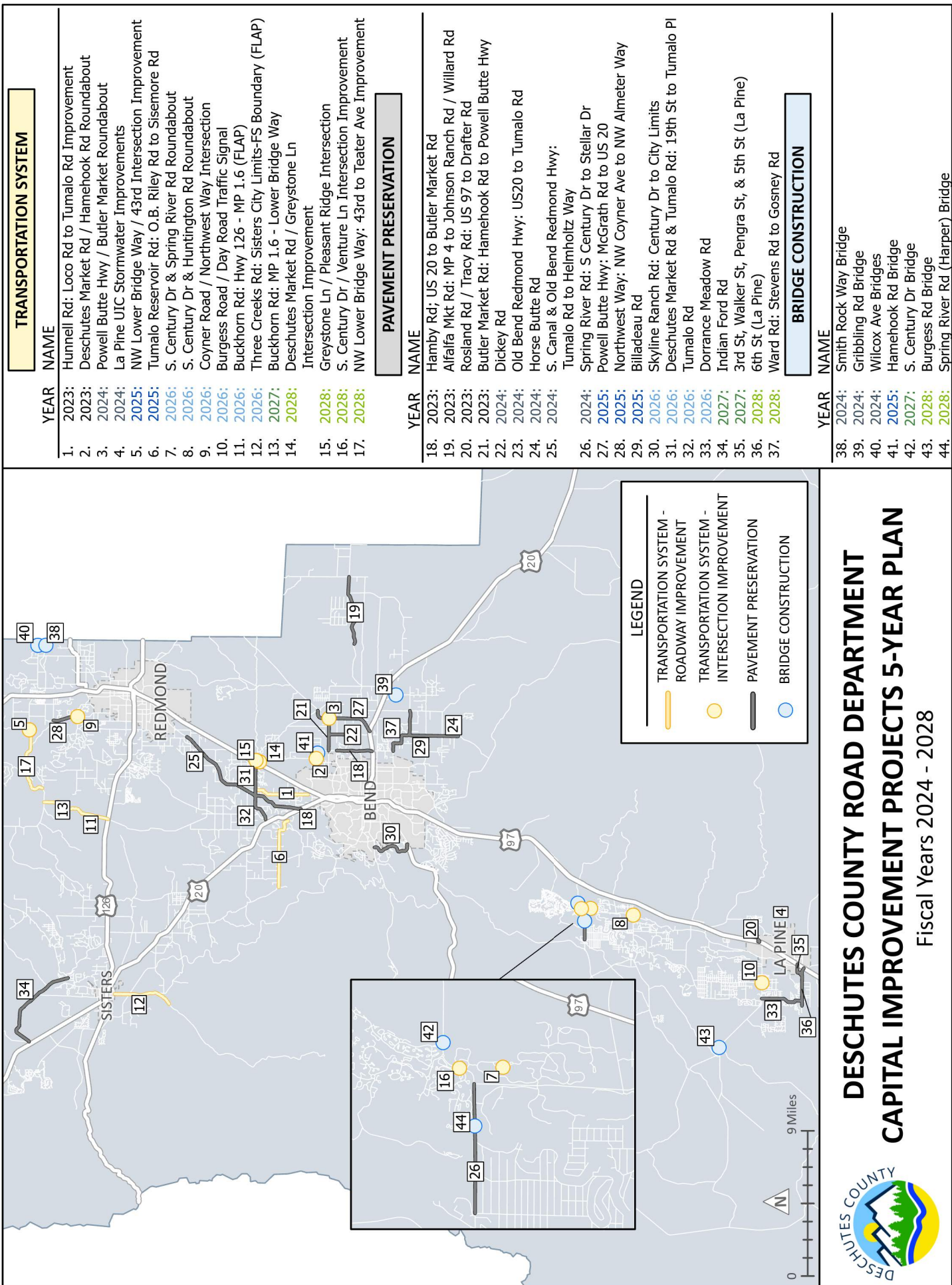
**5-YEAR ROAD CAPITAL IMPROVEMENT PLAN
FY2024-FY2028**

UPDATED: MAY 15, 2023

PROGRAM	PROJECT NAME	FY2024	FY2025	FY2026	FY2027	FY2028	PROJECT TOTALS	
TRANSPORTATION SYSTEM	US 97 - LOWER BRIDGE WAY/TERRIBONNE (ODOT)	\$ 5,119,310	\$ -	\$ -	\$ -	\$ -	\$ 5,119,310	
	HUNNELL RD - LOCO RD TO TUMALO RD IMPROVEMENT	\$ 1,569,800	\$ -	\$ -	\$ -	\$ -	\$ 1,569,800	
	DESCHUTES MARKET RD/HAMEHOOK RD ROUNDABOUT	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	
	POWELL BUTTE HWY/BUTLER MARKET ROUNDABOUT	\$ 2,642,402	\$ -	\$ -	\$ -	\$ -	\$ 2,642,402	
	NW LOWER BRIDGE WAY/NW 43RD ST INTERSECTION IMPROVEMENT	\$ 1,290,000	\$ 1,400,000	\$ -	\$ -	\$ -	\$ 2,690,000	
	TUMALO RESERVOIR RD - O.B. RILEY RD TO SISEMORE RD	\$ 300,000	\$ 1,534,000	\$ 3,489,000	\$ -	\$ -	\$ 5,323,000	
	TERRIBONNE WASTEWATER SYSTEM - PHASE 1	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	
	LA PINE UIC STORMWATER IMPROVEMENTS	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ 240,000	
	S CENTURY DRIVE / SPRING RIVER RD ROUNDABOUT	\$ 177,000	\$ 800,000	\$ 1,877,000	\$ -	\$ -	\$ 2,854,000	
	S CENTURY DR / HUNTINGTON RD ROUNDABOUT	\$ 169,000	\$ 750,000	\$ 1,838,000	\$ -	\$ -	\$ 2,757,000	
	COYNER RD/NORTHWEST WAY INTERSECTION IMPROVEMENT	\$ -	\$ 56,000	\$ 367,000	\$ -	\$ -	\$ 423,000	
	BURGESS RD/DAY RD TRAFFIC SIGNAL	\$ -	\$ 50,000	\$ 746,000	\$ -	\$ -	\$ 796,000	
	BUCHORN RD - MP 1.6 TO LOWER BRIDGE WAY	\$ -	\$ 83,400	\$ 565,700	\$ -	\$ -	\$ 649,100	
	THREE CREEKS RD - SISTERS CITY LIMITS TO FS BOUNDARY (FLAP)	\$ -	\$ 250,000	\$ 980,000	\$ 3,000,000	\$ -	\$ 4,230,000	
	DESCHUTES MARKET RD/GREYSTONE LANE INTERSECTION	\$ -	\$ 40,300	\$ 293,400	\$ -	\$ -	\$ 333,700	
	GREYSTONE LANE/PLEASANT RIDGE RD INTERSECTION	\$ -	\$ -	\$ 265,000	\$ 661,000	\$ 1,736,000	\$ 2,662,000	
	S CENTURY DR/VENTURE LANE INTERSECTION IMPROVEMENT	\$ -	\$ -	\$ 300,000	\$ 800,000	\$ 2,000,000	\$ 3,100,000	
	NW LOWER BRIDGE WAY - NW 43RD ST TO TEATER AVE IMPROVEMENT	\$ -	\$ -	\$ -	\$ 250,000	\$ 750,000	\$ 1,000,000	
	ROSSAND RD/TRACY RD - US 97 TO DRAFTER RD	\$ 250,673	\$ -	\$ -	\$ -	\$ 300,000	\$ 1,950,000	\$ 2,500,673
	BUTLER MARKET RD - HAMEHOOK RD TO POWELL BUTTE HWY	\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,000
	DICKEY RD	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000
	OLD BEND REDMOND HWY - US 20 TO TUMALO RD	\$ 1,210,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,210,000
	HORSE BUTTE RD	\$ 460,000	\$ 410,000	\$ -	\$ -	\$ -	\$ -	\$ 870,000
	SPRING RIVER RD - S CENTURY DR TO STELLAR DR	\$ 3,000,000	\$ 410,000	\$ -	\$ -	\$ -	\$ -	\$ 3,410,000
	POWELL BUTTE HWY - MCGRATH RD TO US 20	\$ 510,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,010,000
	NORTHWEST WAY - NW COYNER AVE TO NW ALTMETER WAY	\$ -	\$ 2,900,000	\$ -	\$ -	\$ -	\$ -	\$ 2,900,000
	BILLADEAU RD	\$ -	\$ 815,000	\$ 556,000	\$ -	\$ -	\$ -	\$ 1,371,000
	SKYLINE RANCH RD - CENTURY DR TO CITY LIMITS	\$ -	\$ 580,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 1,080,000
	DESCHUTES MKT RD/TUMALO RD TO 19TH ST TO TUMALO PL	\$ -	\$ 500,000	\$ 1,320,000	\$ -	\$ -	\$ -	\$ 1,820,000
	TUMALO RD	\$ -	\$ -	\$ 420,000	\$ -	\$ -	\$ -	\$ 420,000
	DORRANCE MEADOW RD	\$ -	\$ 1,090,000	\$ -	\$ -	\$ -	\$ -	\$ 1,090,000
	INDIAN FORD RD	\$ -	\$ -	\$ 1,420,000	\$ -	\$ 2,750,000	\$ -	\$ 4,170,000
	3RD ST/WALKER ST/PENGRAS ST/5TH ST (LA PINE)	\$ -	\$ -	\$ -	\$ -	\$ 580,000	\$ -	\$ 580,000
6TH ST (LA PINE)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,210,000	\$ 1,210,000	
WARD RD - STEVENS RD TO GOSNEY RD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000	
SLURRY SEAL	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000	
MISC LOCAL ROAD PAVEMENT PRESERVATION	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	
TRAFFIC SAFETY	TRAFFIC SAFETY	\$ 150,000	\$ 150,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	
GUARDRAIL IMPROVEMENTS	GUARDRAIL IMPROVEMENTS	\$ 150,000	\$ 150,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	
SMITH ROCK WAY BRIDGE #15452 REPLACEMENT	SMITH ROCK WAY BRIDGE #15452 REPLACEMENT	\$ 1,417,429	\$ -	\$ -	\$ -	\$ -	\$ 1,417,429	
GRIEBLING RD BRIDGE #17C30 REPLACEMENT (ODOT LBP/SFLP)	GRIEBLING RD BRIDGE #17C30 REPLACEMENT (ODOT LBP/SFLP)	\$ 704,116	\$ -	\$ -	\$ -	\$ -	\$ 704,116	
HAMEHOOK RD BRIDGE #17C32 REPLACEMENT	HAMEHOOK RD BRIDGE #17C32 REPLACEMENT	\$ 595,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,795,000	
WILCOX AVE BRIDGE #2171-03 & -04 REMOVAL	WILCOX AVE BRIDGE #2171-03 & -04 REMOVAL	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 160,000	
LOCAL ACCESS ROAD BRIDGES	LOCAL ACCESS ROAD BRIDGES	\$ 150,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ -	\$ 900,000	
S CENTURY DR BRIDGE #16181 REHABILITATION	S CENTURY DR BRIDGE #16181 REHABILITATION	\$ -	\$ 100,000	\$ 1,010,000	\$ 1,000,000	\$ -	\$ 2,110,000	
BURGESS RD BRIDGE #09C783 REPLACEMENT	BURGESS RD BRIDGE #09C783 REPLACEMENT	\$ -	\$ -	\$ 100,000	\$ 565,000	\$ 1,453,000	\$ 2,118,000	
SPRING RIVER RD (HARPER) BRIDGE #17923 REHABILITATION	SPRING RIVER RD (HARPER) BRIDGE #17923 REHABILITATION	\$ -	\$ -	\$ -	\$ 100,000	\$ 430,000	\$ 530,000	
	FY TOTAL CIP PROJECT COST	\$ 23,934,730	\$ 12,408,700	\$ 18,087,100	\$ 10,956,000	\$ 11,929,000	\$ 77,315,530	
	FY TOTAL - TRANSPORTATION SYSTEM	\$ 13,757,512	\$ 4,963,700	\$ 10,721,100	\$ 5,011,000	\$ 6,436,000	\$ 40,889,312	
	FY TOTAL - PAVEMENT PRESERVATION	\$ 6,850,673	\$ 5,595,000	\$ 5,806,000	\$ 3,830,000	\$ 3,410,000	\$ 25,491,673	
	FY TOTAL - TRAFFIC SAFETY	\$ 300,000	\$ 300,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,200,000	
	FY TOTAL - BRIDGE CONSTRUCTION	\$ 3,026,545	\$ 1,550,000	\$ 1,360,000	\$ 1,915,000	\$ 1,883,000	\$ 9,734,545	

APPENDIX B

FY 2024-2028 CIP PROGRAM MAPS



DESCHUTES COUNTY ROAD DEPARTMENT CAPITAL IMPROVEMENT PROJECTS 5-YEAR PLAN

Fiscal Years 2024 - 2028

TRANSPORTATION SYSTEM

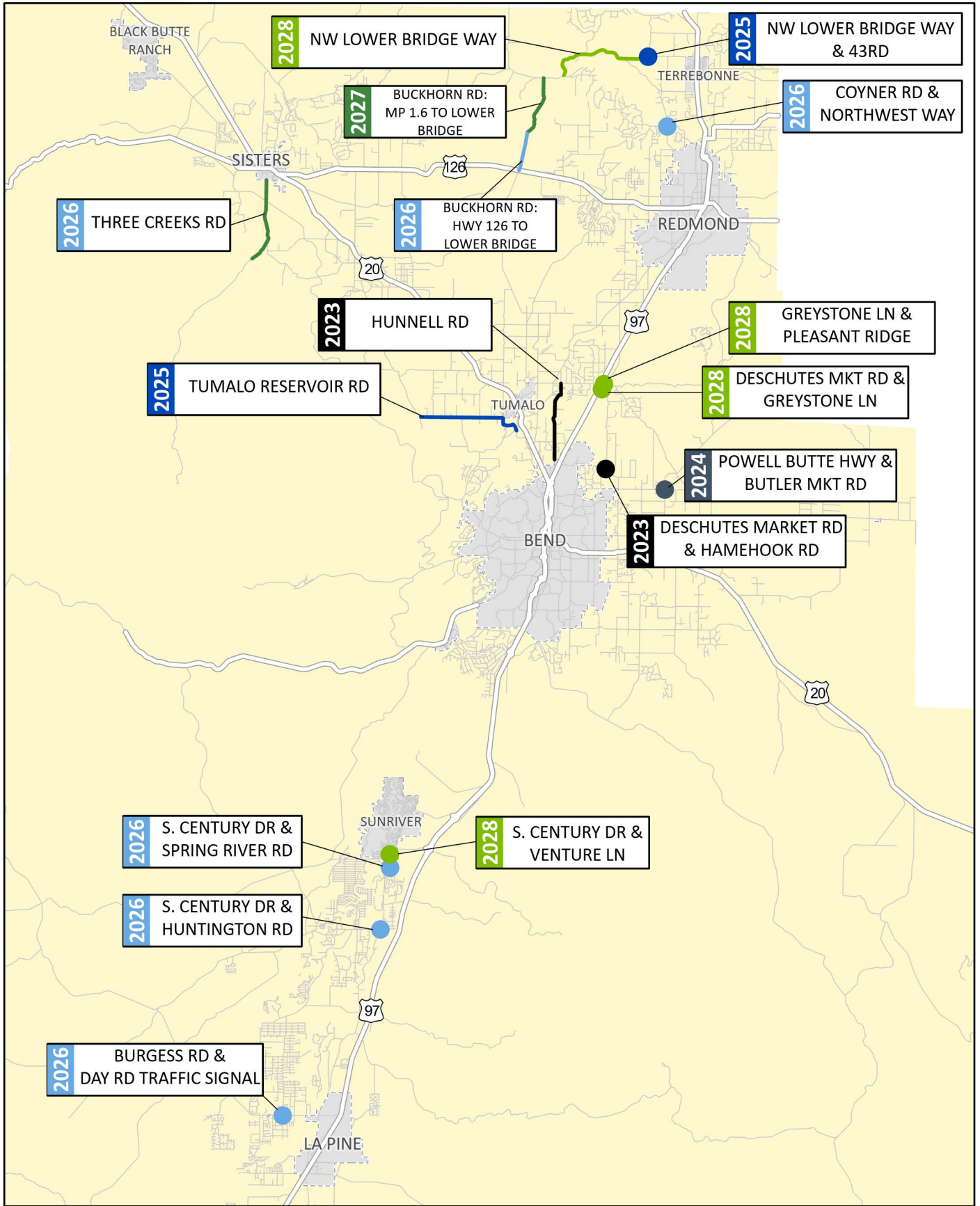
YEAR	NAME
2023:	Hunnell Rd; Loco Rd to Tumalo Rd Improvement
2023:	Deschutes Market Rd / Hamhook Rd Roundabout
2024:	Powell Butte Hwy / Butler Market Roundabout
2024:	La Pine UIC Stormwater Improvements
2025:	NW Lower Bridge Way / 43rd Intersection Improvement
2025:	Tumalo Reservoir Rd; O.B. Riley Rd to Sisemore Rd
2026:	S. Century Dr & Spring River Rd Roundabout
2026:	S. Century Dr & Huntington Rd Roundabout
2026:	Coyner Road / Northwest Way Intersection
2026:	Burgess Road / Day Road Traffic Signal
2026:	Buckhorn Rd; Hwy 126 - MP 1.6 (FLAP)
2026:	Three Creeks Rd; Sisters City Limits-FS Boundary (FLAP)
2027:	Buckhorn Rd; MP 1.6 - Lower Bridge Way
2028:	Deschutes Market Rd / Greystone Ln Intersection Improvement
2028:	Greystone Ln / Pleasant Ridge Intersection
2028:	S. Century Dr / Venture Ln Intersection Improvement
2028:	NW Lower Bridge Way; 43rd to Teater Ave Improvement

PAVEMENT PRESERVATION

YEAR	NAME
2023:	Hamby Rd; US 20 to Butler Market Rd
2023:	Alfalfa Mkt Rd; MP 4 to Johnson Ranch Rd / Willard Rd
2023:	Rosland Rd / Tracy Rd; US 97 to Drafter Rd
2023:	Butler Market Rd; Hamhook Rd to Powell Butte Hwy
2024:	Dickey Rd
2024:	Old Bend Redmond Hwy; US20 to Tumalo Rd
2024:	Horse Butte Rd
2024:	S. Canal & Old Bend Redmond Hwy; Tumalo Rd to Helmholtz Way
2024:	Spring River Rd; S Century Dr to Stellar Dr
2025:	Powell Butte Hwy; McGrath Rd to US 20
2025:	Northwest Way; NW Coyner Ave to NW Almeter Way
2025:	Billadeau Rd
2026:	Skyline Ranch Rd; Century Dr to City Limits
2026:	Deschutes Market Rd & Tumalo Rd; 19th St to Tumalo Pl
2026:	Tumalo Rd
2026:	Dorrance Meadow Rd
2027:	Indian Ford Rd
2027:	3rd St, Walker St, Pengra St, & 5th St (La Pine)
2028:	6th St (La Pine)
2028:	Ward Rd; Stevens Rd to Gosney Rd

BRIDGE CONSTRUCTION

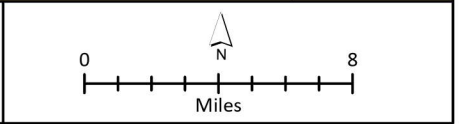
YEAR	NAME
2024:	Smith Rock Way Bridge
2024:	Gribbling Rd Bridge
2024:	Wilcox Ave Bridges
2025:	Hamhook Rd Bridge
2027:	S. Century Dr Bridge
2028:	Burgess Rd Bridge
2028:	Spring River Rd (Harper) Bridge

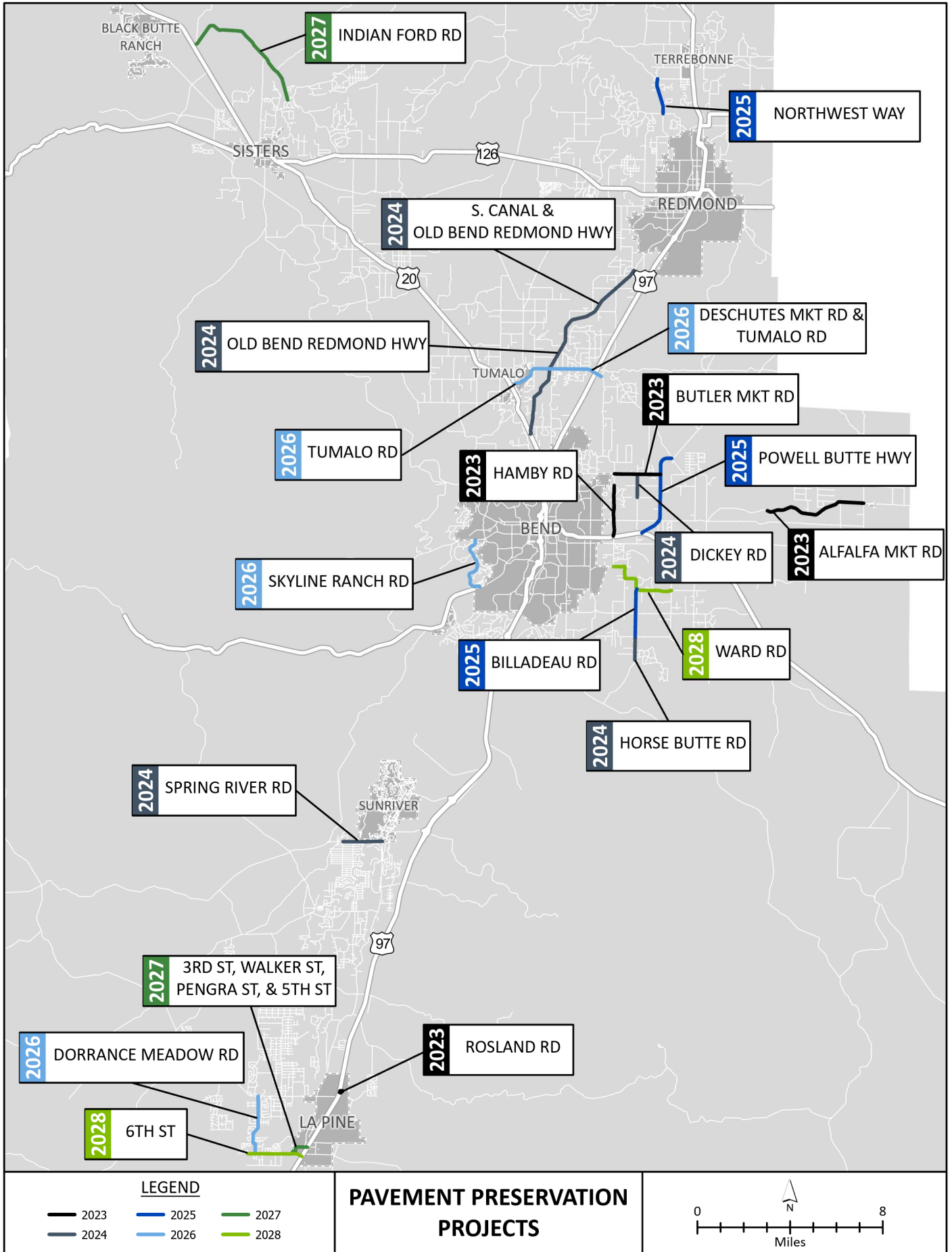


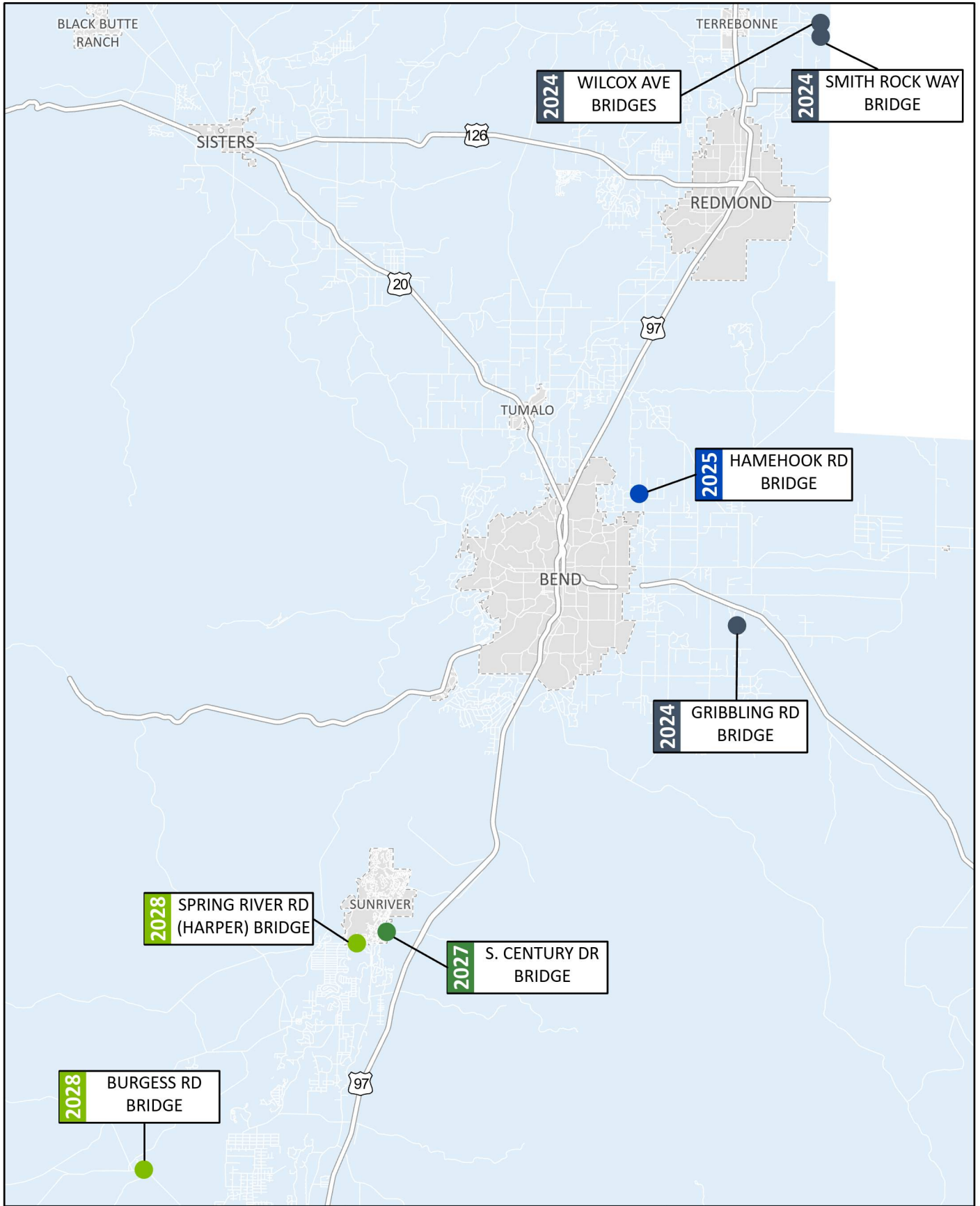
LEGEND

2023	2025	2027
2024	2026	2028

TRANSPORTATION SYSTEM PROJECTS







<p>LEGEND</p> <ul style="list-style-type: none"> <li style="margin-right: 20px;">● 2024 <li style="margin-right: 20px;">● 2026 <li style="margin-right: 20px;">● 2028 <li style="margin-right: 20px;">● 2025 <li style="margin-right: 20px;">● 2027 			<p>BRIDGE CONSTRUCTION PROJECTS</p>		<p>0 7 Miles</p>
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APPENDIX C

PROJECT INFORMATION SHEETS AND LOCATION MAPS

Hunnell Road: Loco Road to Tumalo Road

Hunnell Road between the northerly Bend city limit at Loco Road and Tumalo Road is a north-south rural collector roadway as identified in the Deschutes County Transportation System Plan (TSP). From Loco Road to Rogers Road, Hunnell Road is an unimproved dirt road only passable by high-clearance vehicles, and is a combination of gravel and paved road of variable width from Rogers Road to Tumalo Road. The road serves traffic from various lower-order roads and adjacent properties and distributes that traffic to higher-order arterial roads and principal highways.



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Functional Classification: Rural Collector
- ADT: 369 (2022)

SCOPE OF WORK

- Reconstructing/widening the roadway to a paved width of 30 feet with 2 to 4-foot-wide aggregate shoulders
- Realigning Hunnell Road at the intersection with Pohaku Road
- Constructing a new crossing structure at the Swalley Irrigation Canal
- Removal of roadside hazards
- Installing concrete splitter islands and dynamic speed feedback systems
- Installing new pavement markings and delineation
- Improving the approach to Tumalo Road
- Legalizing the right-of-way where necessary

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$162,815	\$49,800	\$212,615
RIGHT OF WAY	\$55,000	-	\$55,000
CONSTRUCTION	\$3,800,000	\$1,520,000	\$5,320,000
TOTAL	\$4,017,815	\$1,569,800	\$5,587,615

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</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								

HUNNELL ROAD:

LOCO ROAD TO TUMALO ROAD IMPROVEMENT

CONCEPT PLAN

NOVEMBER 4, 2020



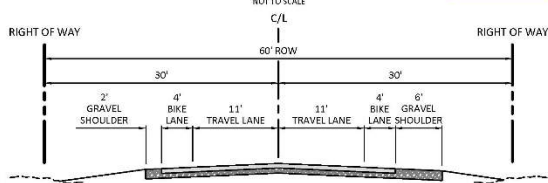
ROAD DEPARTMENT



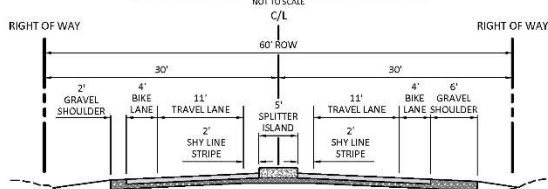
SCALE:
1" = 1,200'

1 IMPROVED ROADWAY SECTION

TYPICAL ROADWAY SECTION



RAISED MEDIAN ROADWAY SECTION



EXAMPLE SPLITTER ISLAND (SKYLINERS ROAD)

2 IMPROVED POHAKU ROAD INTERSECTION ALIGNMENT

3 NEW CANAL CROSSING STRUCTURE

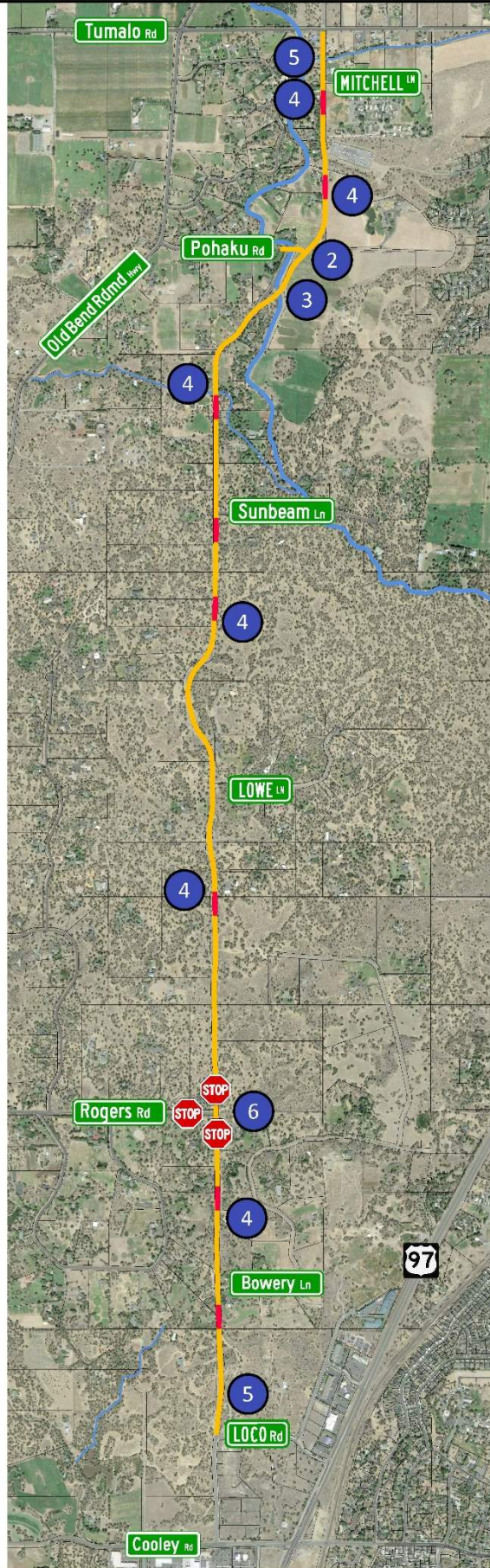
4 DYNAMIC SPEED FEEDBACK SIGNS

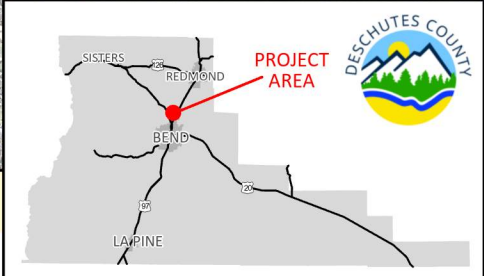
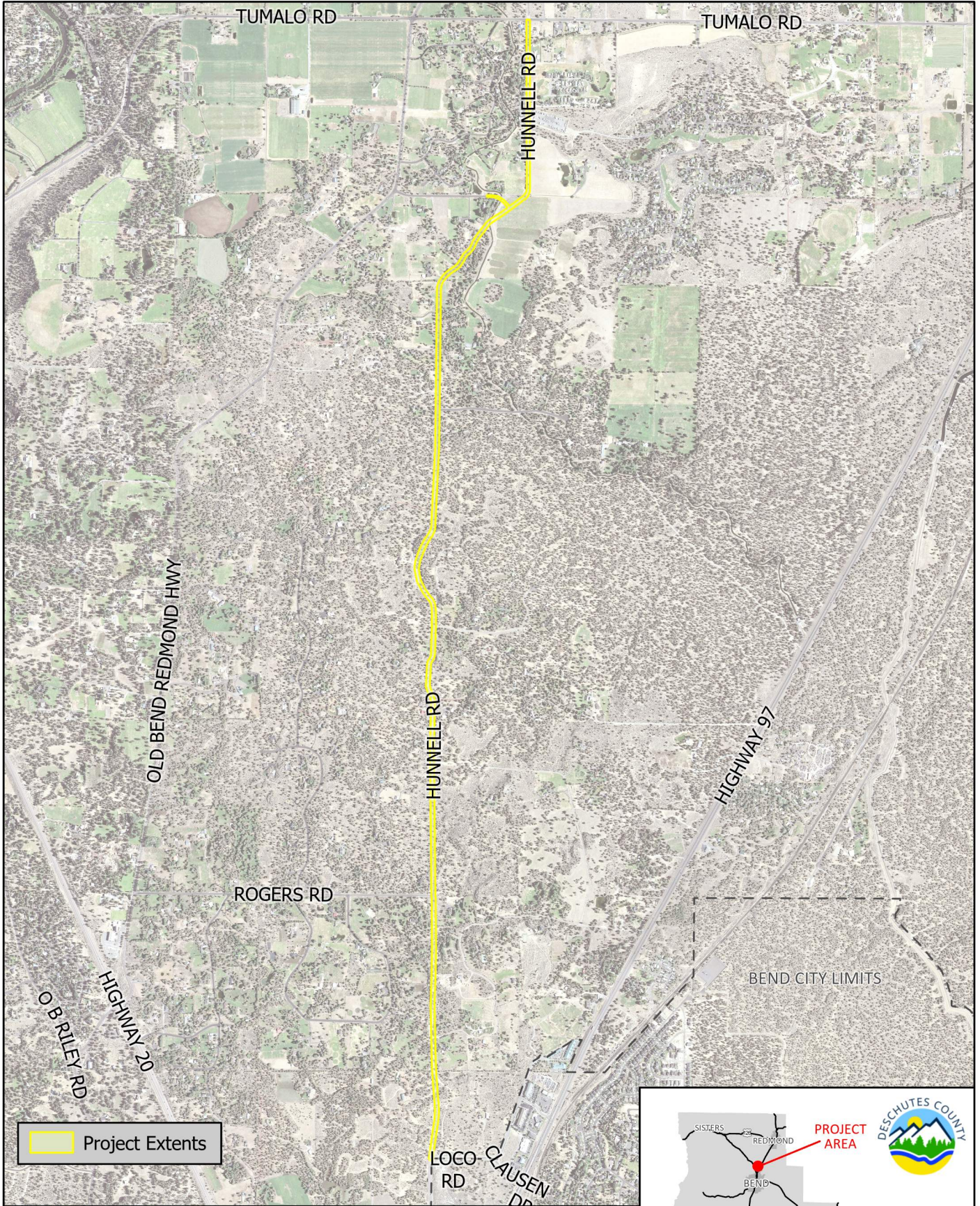


5 "NO THRU TRUCKS" SIGNAGE



6 ALL-WAY STOP AT ROGERS ROAD





2023

TRANSPORTATION SYSTEM PROJECT

HUNNELL RD: LOCO RD TO TUMALO RD

Deschutes Market Road / Hamehook Road Roundabout

Deschutes Market Road is a north-south arterial and Hamehook Road is an east-west collector. Both roadway segments are located northeast of Bend. The corridor is frequently used as a bypass to US 97 from east Bend. The Deschutes Market Road/Hamehook Road intersection is presently a 3-legged intersection with stop sign-control on the north leg only. These roads have seen moderate traffic growth due to development and completion of the Deschutes Market interchange at US 97. Growth is expected to increase as development in the area continues.



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: Deschutes Market Road Hamehook Road
- Functional Classification: Rural Arterial Rural Collector
- ADT: 9,312 (2022) 3,564 (2022)

SCOPE OF WORK

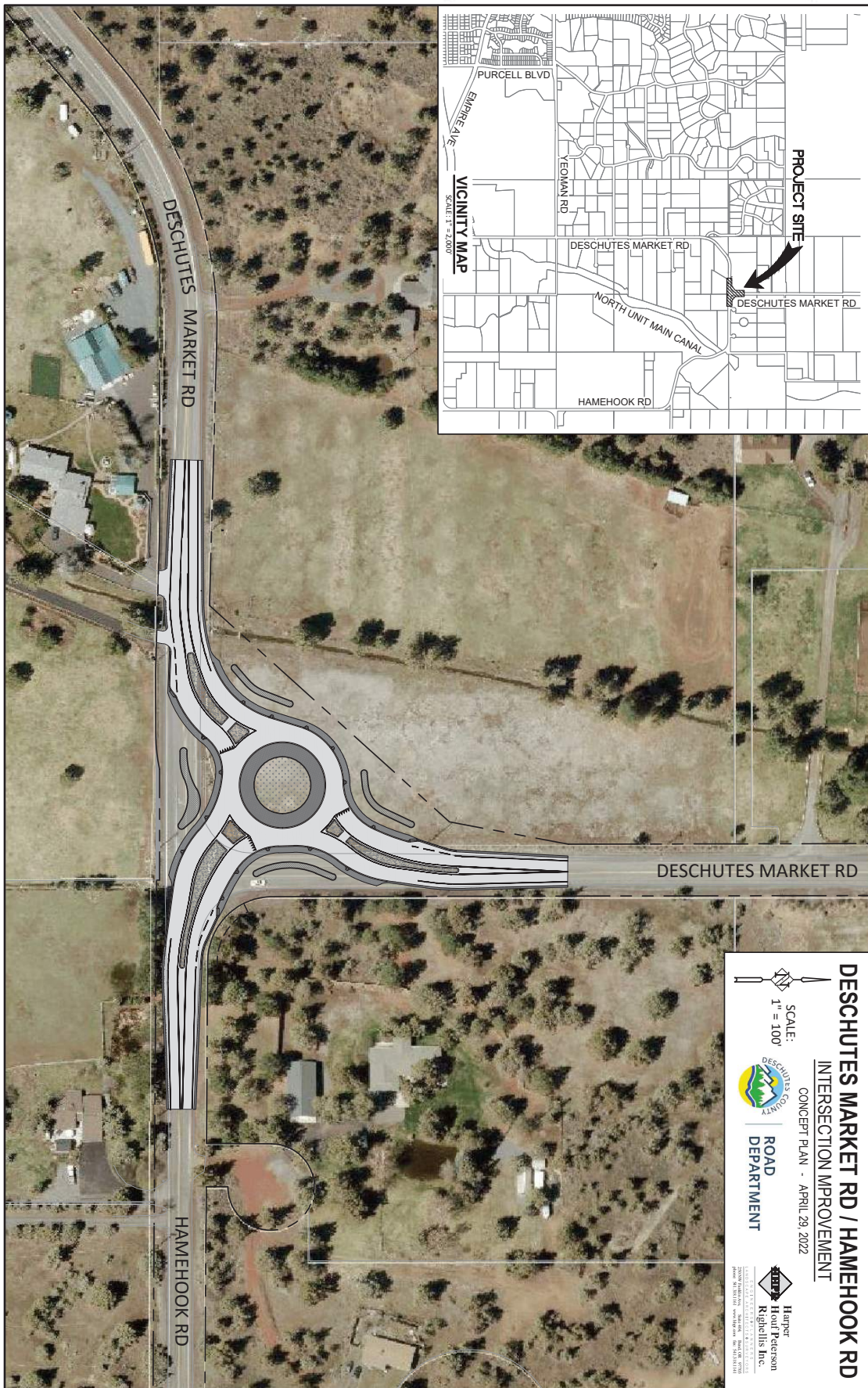
- Constructing a single-lane roundabout
- Installing illumination
- Installing new signs, striping and delineation
- Clearing roadside obstructions

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$179,780	-	\$179,780
RIGHT OF WAY	\$128,025	-	\$128,025
CONSTRUCTION	\$1,997,489	\$250,000	\$2,247,489
TOTAL	\$2,305,294	\$250,000	\$2,555,294

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</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								



DESCHUTES MARKET RD / HAMEHOOK RD
INTERSECTION IMPROVEMENT
 CONCEPT PLAN - APRIL 29, 2022

SCALE:
 1" = 100'

 **ROAD DEPARTMENT**

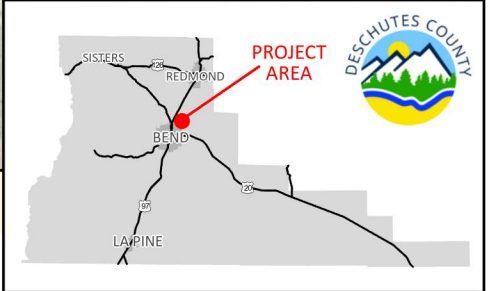
 **Harper Houlihan & Associates**
Engineers & Architects
 1000 W. Main Street, Suite 200
 Bend, OR 97701



Project Extents

2023

TRANSPORTATION SYSTEM PROJECT
DESCHUTES MARKET RD / HAMEHOOK RD ROUNDABOUT



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 Hamhook 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.



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: Powell Butte Hwy Butler Market Road
- Functional Classification: Rural Arterial Rural Arterial
- ADT: 7,418 (2022) 4,008 (2022)

SCOPE OF WORK

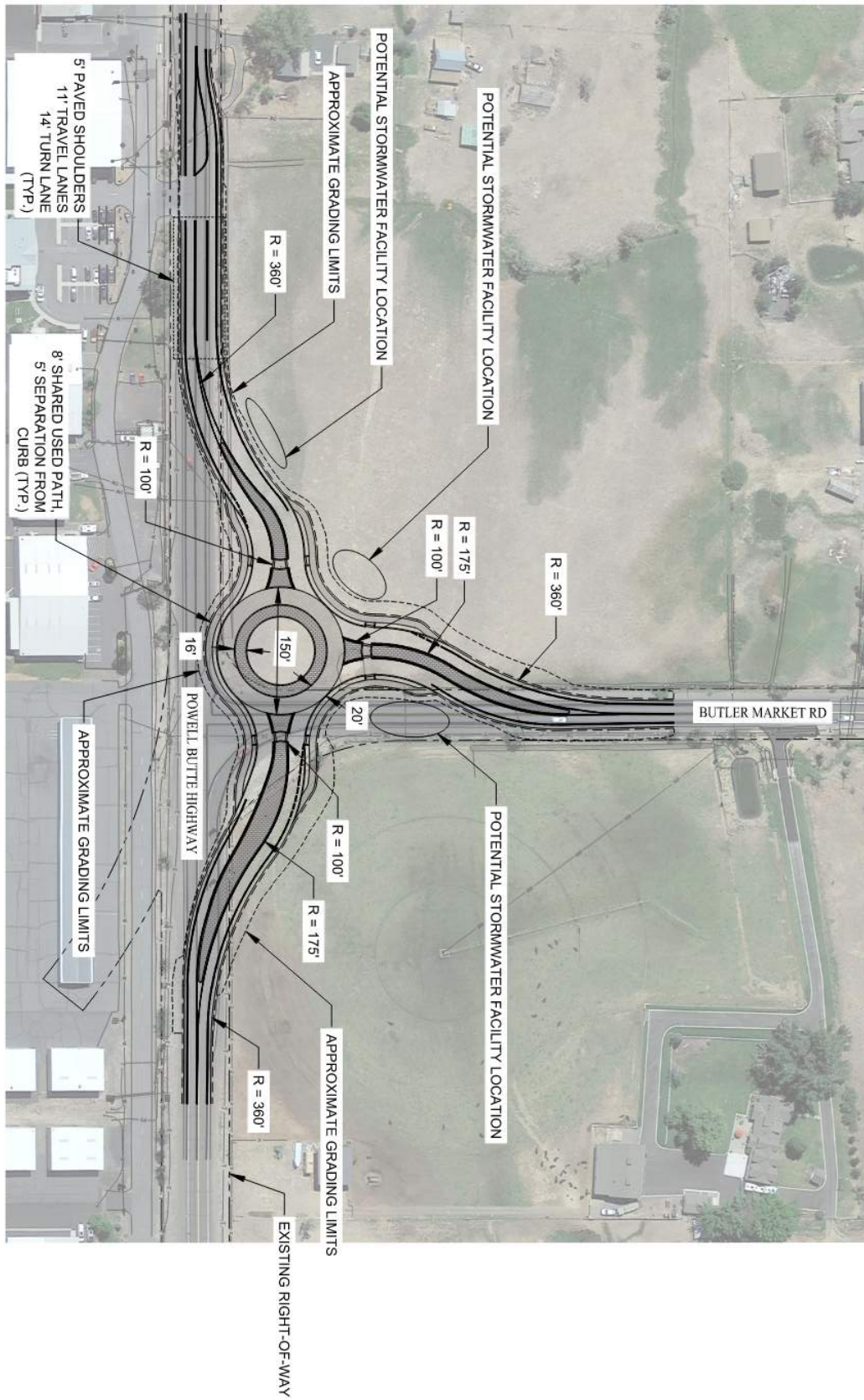
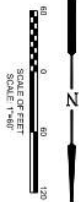
- Constructing a single-lane roundabout
- Installing illumination
- Installing new signs, striping and delineation
- Installing a protected left turn lane for the Bend Municipal Airport

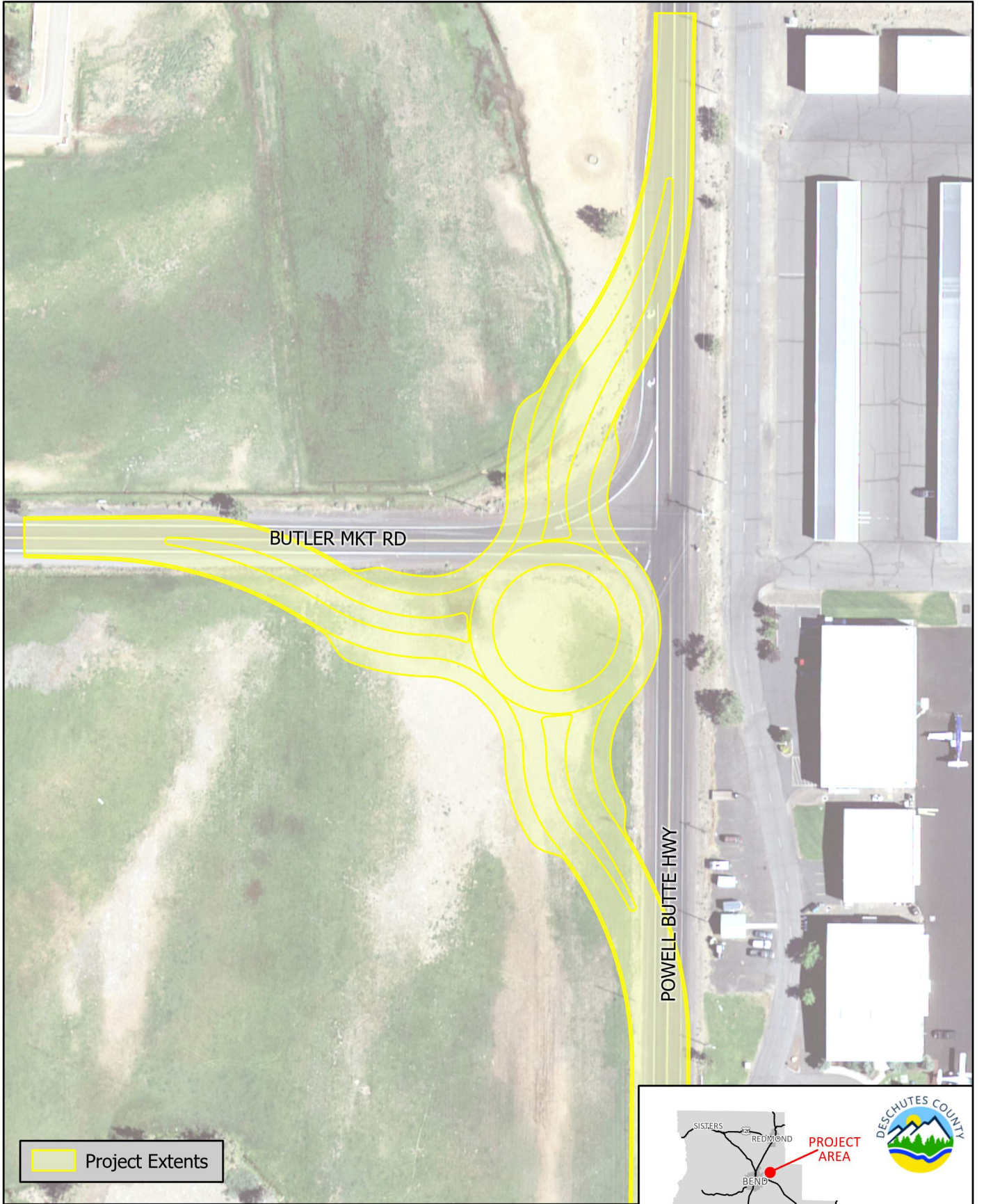
FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$306,153	\$100,000	\$406,153
RIGHT OF WAY	-	\$85,000	\$85,000
CONSTRUCTION	-	\$2,457,402	\$2,457,402
TOTAL	\$306,153	\$2,642,402	\$2,948,555

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</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								



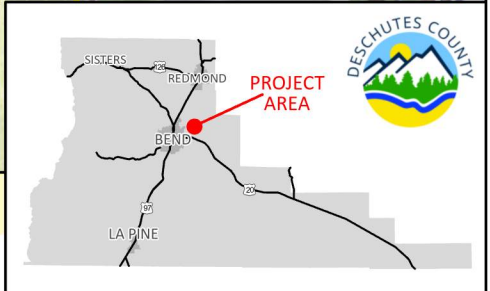


Project Extents

2024

TRANSPORTATION SYSTEM PROJECT

POWELL BUTTE HWY / BUTLER MARKET ROUNDABOUT



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 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$60,000	\$60,000
RIGHT OF WAY	-	-
CONSTRUCTION	\$180,000	\$180,000
TOTAL	\$240,000	\$240,000

SCHEDULE

	<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				

NW Lower Bridge Way / 43rd Street Intersection Improvement

NW Lower Bridge Way is an east-west rural collector connecting the area west of Terrebonne to US 97. NW 43rd Street is a major collector and serves as the primary access route for 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, where there has been a history of crashes. The intersection is a primary node for both recreational and residential traffic, and is bisected by the Sisters to Smith Rock Scenic Bikeway.



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: NW Lower Bridge Way NW 43rd Street
- Functional Classification: Rural Collector Rural Collector
- ADT: 7,723 (2022) 6,781 (2022)

SCOPE OF WORK

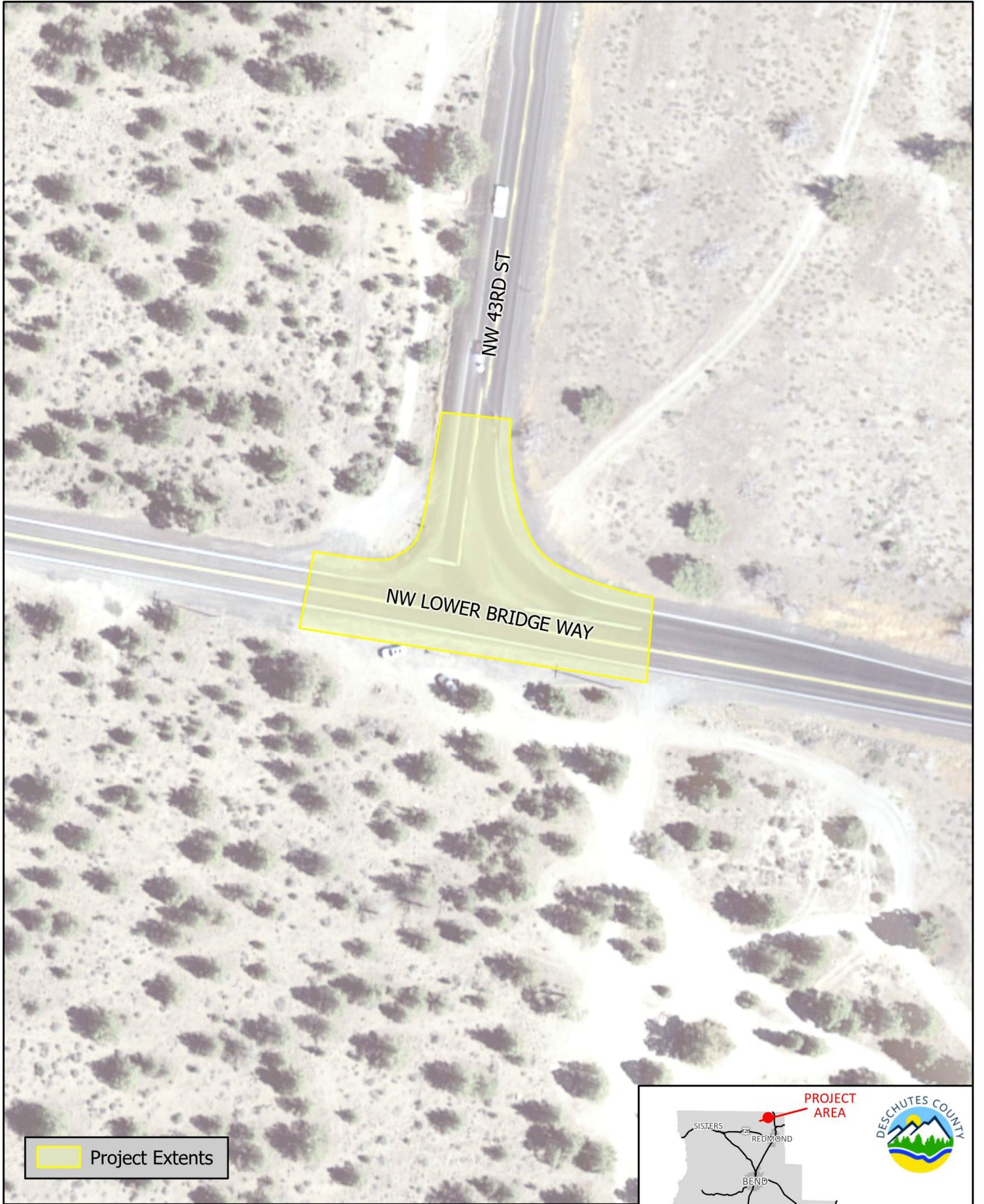
- Conducting a safety and capacity analysis at the intersection of NW Lower Bridge Way / NW 43rd Street
- Revising intersection geometry to improve safety for vehicular and bicycle traffic
- Installing new pavement markings and signage


FUNDING

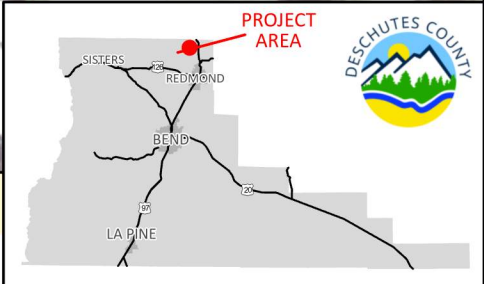
	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$60,000	\$290,000	-	\$350,000
RIGHT OF WAY	-	-	-	-
CONSTRUCTION	-	\$1,000,000	\$1,400,000	\$2,400,000
TOTAL	\$60,000	\$1,290,000	\$1,400,000	\$2,750,000

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</i>				<i>FY 2025</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



2025

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

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

Tumalo Reservoir Road is located southwest of Tumalo and spans from O.B. Riley Road 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 74 to 79 out of 100. The existing pavement has poor ride quality and is exhibiting significant shoulder deterioration. The segment between O.B. Riley Road and Bailey Road serves as part of the Twin Bridges Scenic Bikeway.



- Project Justification: Deschutes County TSP 2010 – 2030 (Medium Priority)
Pavement Condition Index (PCI) Rating – 75 out of 100
- Functional Classification: Rural Collector
- ADT: 1,234 (2022)

SCOPE OF WORK

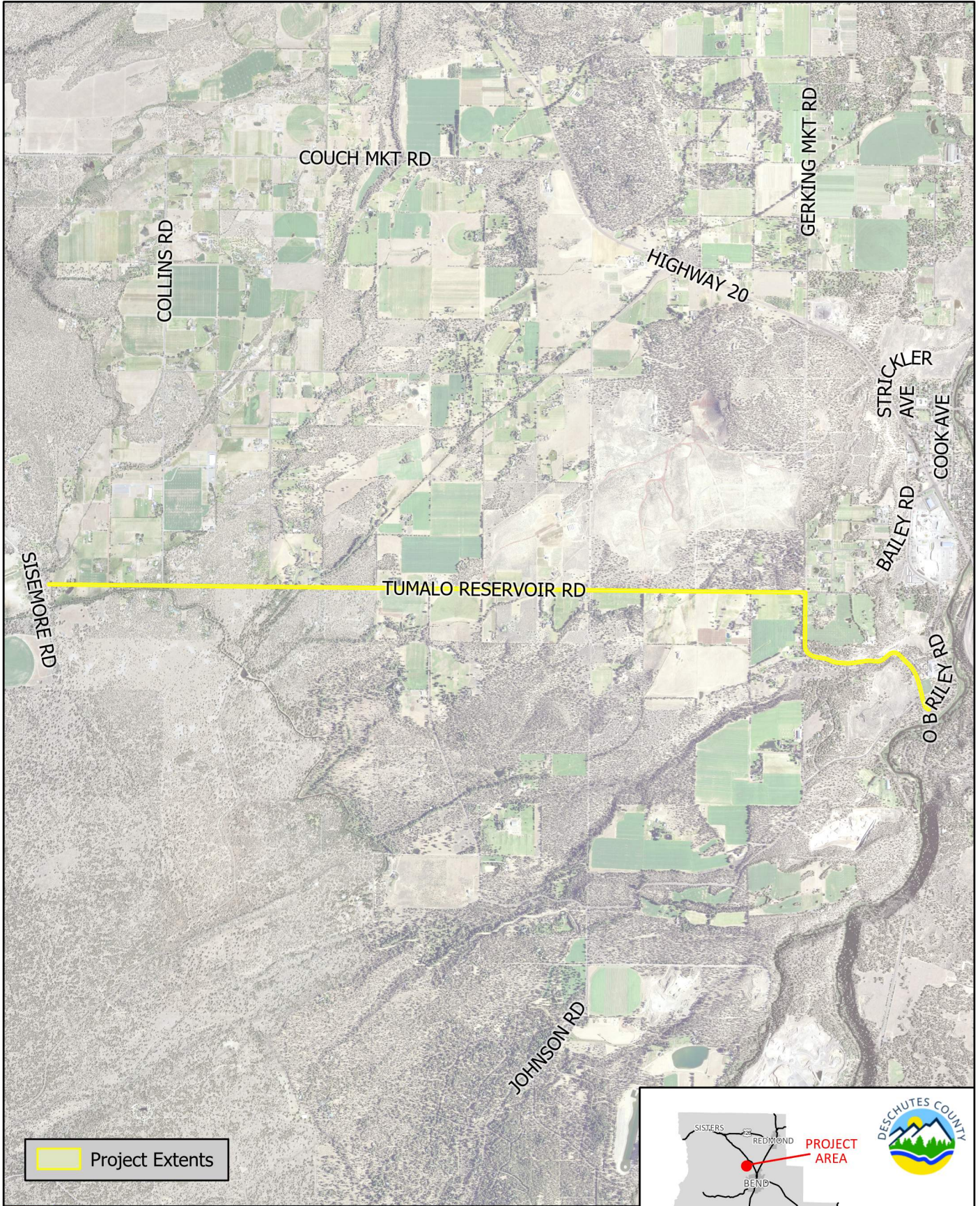
- Widening the roadway to a paved width of 30 feet with 2-foot-wide aggregate shoulders to accommodate paved bikeways
- Paving of Tumalo Reservoir Road between O.B. Riley Road and Sisemore Road
- Safety improvements – Signing, Striping and Delineation
- Removal of roadside obstructions

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$35,000	\$300,000	\$378,000	-	\$713,000
RIGHT OF WAY	-	-	\$156,000	-	\$156,000
CONSTRUCTION	-	-	\$1,000,000	\$3,489,000	\$4,489,000
TOTAL	\$35,000	\$300,000	\$1,534,000	\$3,489,000	\$5,358,000

SCHEDULE

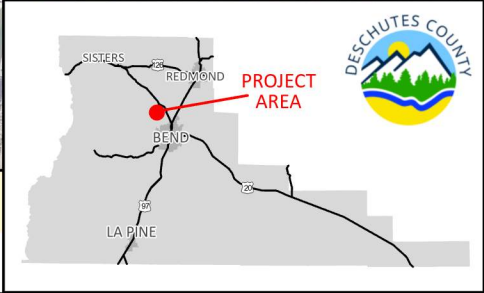
	<i>FY 2023</i>				<i>FY 2024</i>				<i>FY 2025</i>				<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING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



 Project Extents

2025

TRANSPORTATION SYSTEM PROJECT
 TUMALO RESERVOIR RD: O.B. RILEY RD TO SISEMORE RD



South Century Drive / Spring River Road Roundabout

South Century Drive is a rural arterial that provides connectivity from communities south of Sunriver to US97, and provides recreational access to Forest Service Road 42. Spring River Road is an east-west rural arterial that connects Sunriver to River Summit Drive 4 miles to the east. The South Century Drive and Spring River Road intersection is a 3-legged intersection and presently is stop sign-controlled on the south leg only. The intersection has a history of non-fatal crashes.



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: South Century Drive Spring River Road
- Functional Classification: Rural Arterial Rural Arterial
- ADT: 10,401 (2022) 5,599 (2022)

SCOPE OF WORK

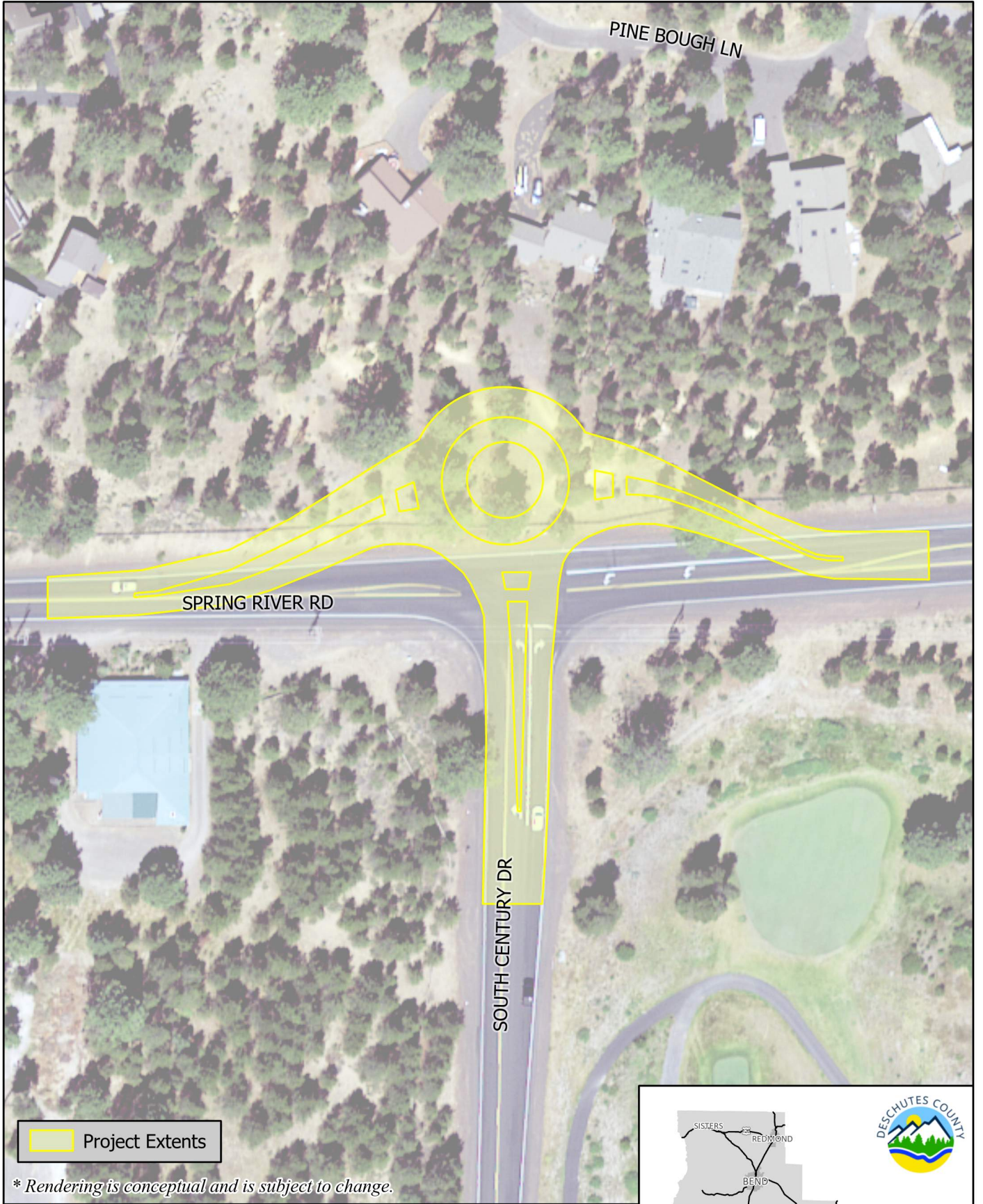
- Constructing a single-lane roundabout
- Installing illumination
- Installing new Signs, Striping and Delineation
- Clearing roadside obstructions

FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$177,000	\$100,000	-	\$277,000
RIGHT OF WAY	-	\$200,000	-	\$200,000
CONSTRUCTION	-	\$500,000	\$1,877,000	\$2,377,000
TOTAL	\$177,000	\$800,000	\$1,877,000	\$2,854,000

SCHEDULE

	<i>FY 2024</i>				<i>FY 2025</i>				<i>FY 2026</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												

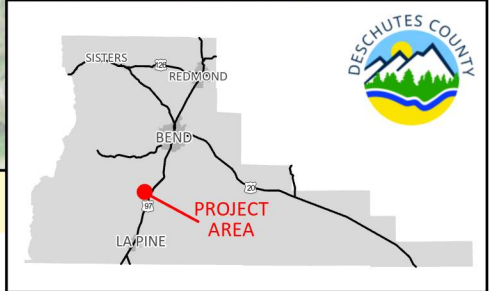


 Project Extents

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

2026

TRANSPORTATION SYSTEM PROJECT
S. CENTURY DR / SPRING RIVER RD ROUNDABOUT



South Century Drive / Huntington Road Roundabout

South Century Drive is a rural collector that connects Sunriver and US97 to communities south of Sunriver and Forest Service Road 42. Huntington Road is a north-south rural collector that begins at the intersection with South Century Drive and continues south through La Pine to US 97. The intersection has at a slight skew (108 degree) and the western and southern approaches are controlled with stop signs while the northern approach is uncontrolled. There were 13 reported crashes at the intersection during the most recent five year period of available crash data (2016-2020).



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: South Century Drive Huntington Road
- Functional Classification: Rural Collector Rural Collector
- ADT: 8,106 (2022) 2,083 (2022)

SCOPE OF WORK

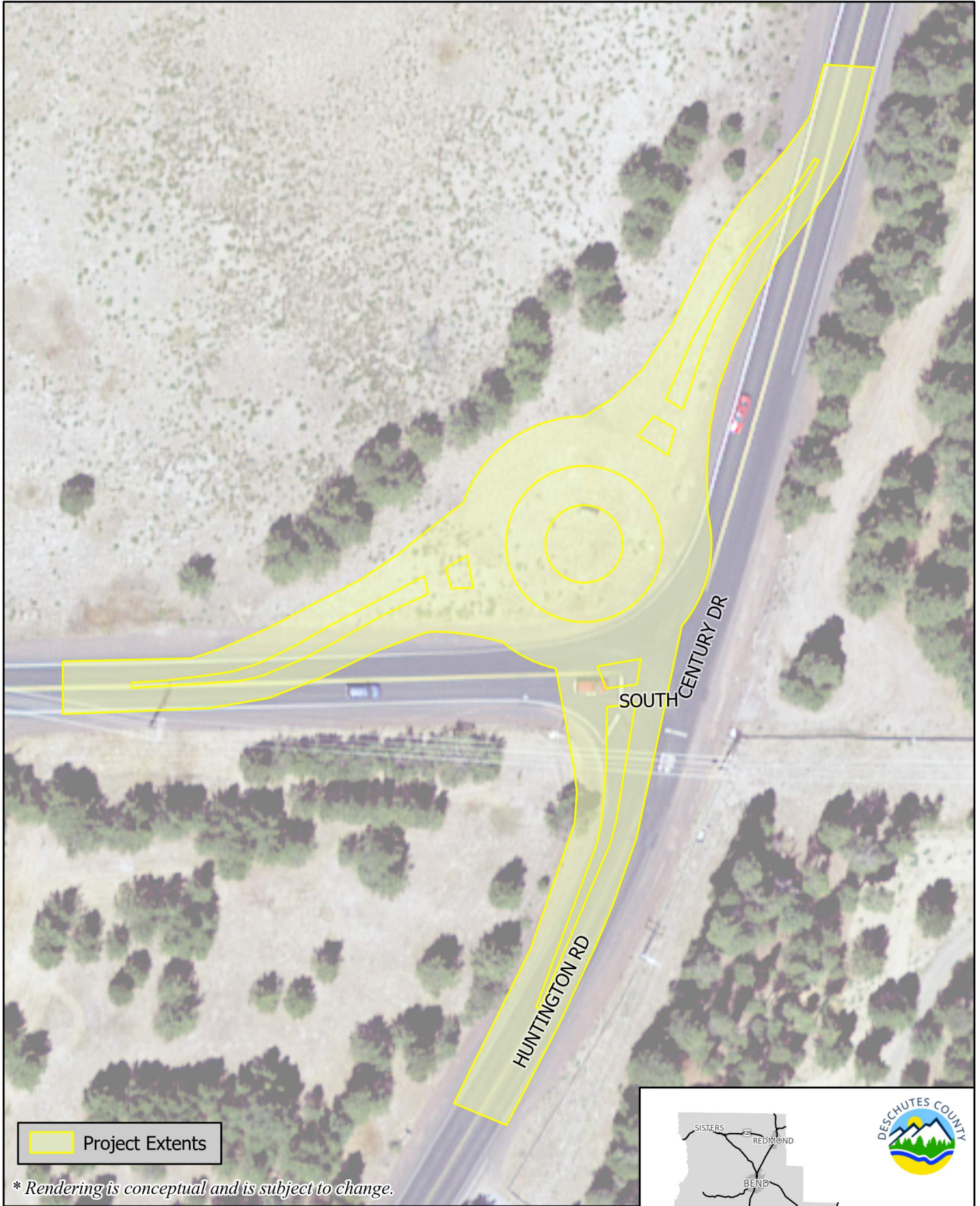
- Constructing a single-lane roundabout
- Installing illumination
- Installing new Signs, Striping and Delineation
- Clearing roadside obstructions


FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$169,000	\$100,000	-	\$269,000
RIGHT OF WAY	-	\$150,000	-	\$150,000
CONSTRUCTION	-	\$500,000	\$1,838,000	\$2,338,000
TOTAL	\$169,000	\$750,000	\$1,838,000	\$2,757,000

SCHEDULE

	<i>FY 2024</i>				<i>FY 2025</i>				<i>FY 2026</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												



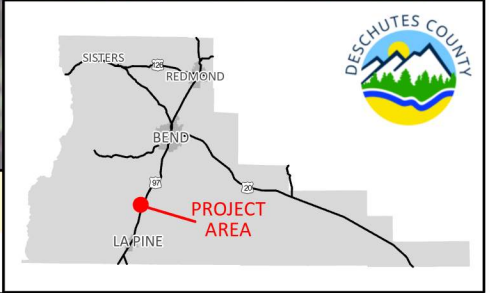
 Project Extents

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

2026

TRANSPORTATION SYSTEM PROJECT

S. CENTURY DR / HUNTINGTON RD ROUNDABOUT



Coyner Road / Northwest Way Intersection Improvement

Northwest Way and 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 nine reported crashes at the intersection during the most recent five year period of available crash data (2016-2020), including seven injury crashes.



- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: Northwest Way Coyner Avenue
- Functional Classification: Rural Collector Rural Collector
- ADT: 2,755 (2022) 2,327 (2022)

SCOPE OF WORK

- Constructing protected left-turn lanes on Northwest Way
- Performing asphalt pavement rehabilitation
- Installing new Signs, Striping and Delineation
- Clearing roadside obstructions


FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$56,000	-	\$56,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$367,000	\$367,000
TOTAL	\$56,000	\$367,000	\$423,000

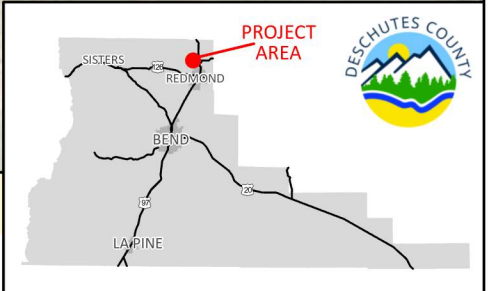
SCHEDULE

	<i>FY 2025</i>				<i>FY 2026</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

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



2026

TRANSPORTATION SYSTEM PROJECT

COYNER RD / NORTHWEST WAY INTERSECTION IMPROVEMENT

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 (more than 20) related to the stop-controlled approaches and poor sight distance. The intersection currently lacks adequate traffic control to manage the moderately high volumes experienced by the intersection.

- Project Justification: Deschutes County TSP 2010 – 2030 (High Priority)
- Road Name: Burgess Road Day Road
- Functional Classification: Rural Arterial Rural Collector
- ADT: 6,456 (2022) 4,415 (2022)

SCOPE OF WORK

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

FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$50,000	\$52,000	\$102,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$694,000	\$694,000
TOTAL	\$50,000	\$746,000	\$796,000

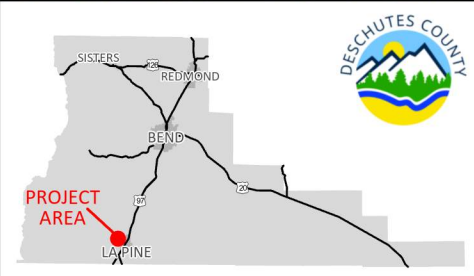
SCHEDULE

	<i>FY 2025</i>				<i>FY 2026</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

** 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 2010 – 2030 (Medium Priority)
Approved for funding under Federal Lands Access Program
- Functional Classification: Rural Collector
- ADT: 303 (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 M.P. 1.6
- Installing new Signage, Delineation, Fencing and Marked Trail Crossings
- Removing roadside hazards and obstructions

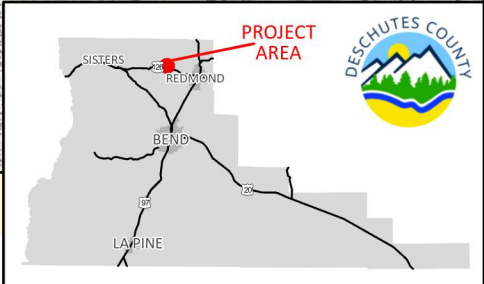
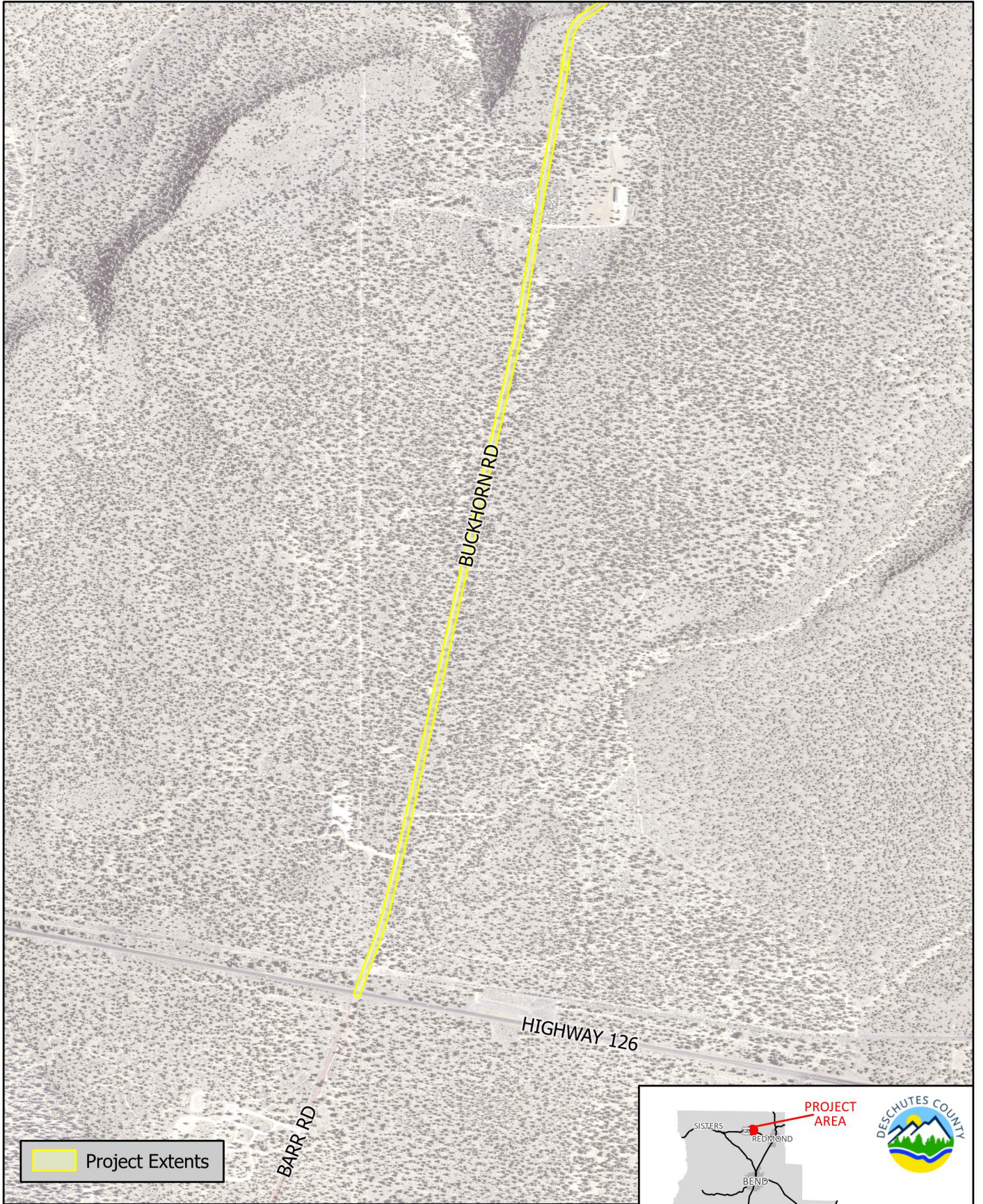
FUNDING

	<i>FY 2025</i>	<i>FY 2026</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
TOTAL	\$83,400	\$565,700	\$649,100

*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 2025</i>				<i>FY 2026</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								



2026

TRANSPORTATION SYSTEM PROJECT

BUCKHORN RD: HWY 126 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: Pavement Condition Index (PCI) Rating – 79 out of 100
Approved for funding under Federal Lands Access Program
- Functional Classification: Rural Collector
- ADT: 835 (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 via overlay
- Performing asphalt pavement repair
- Installation of new Signs, Striping and Delineation
- Removal of roadside hazards and obstructions

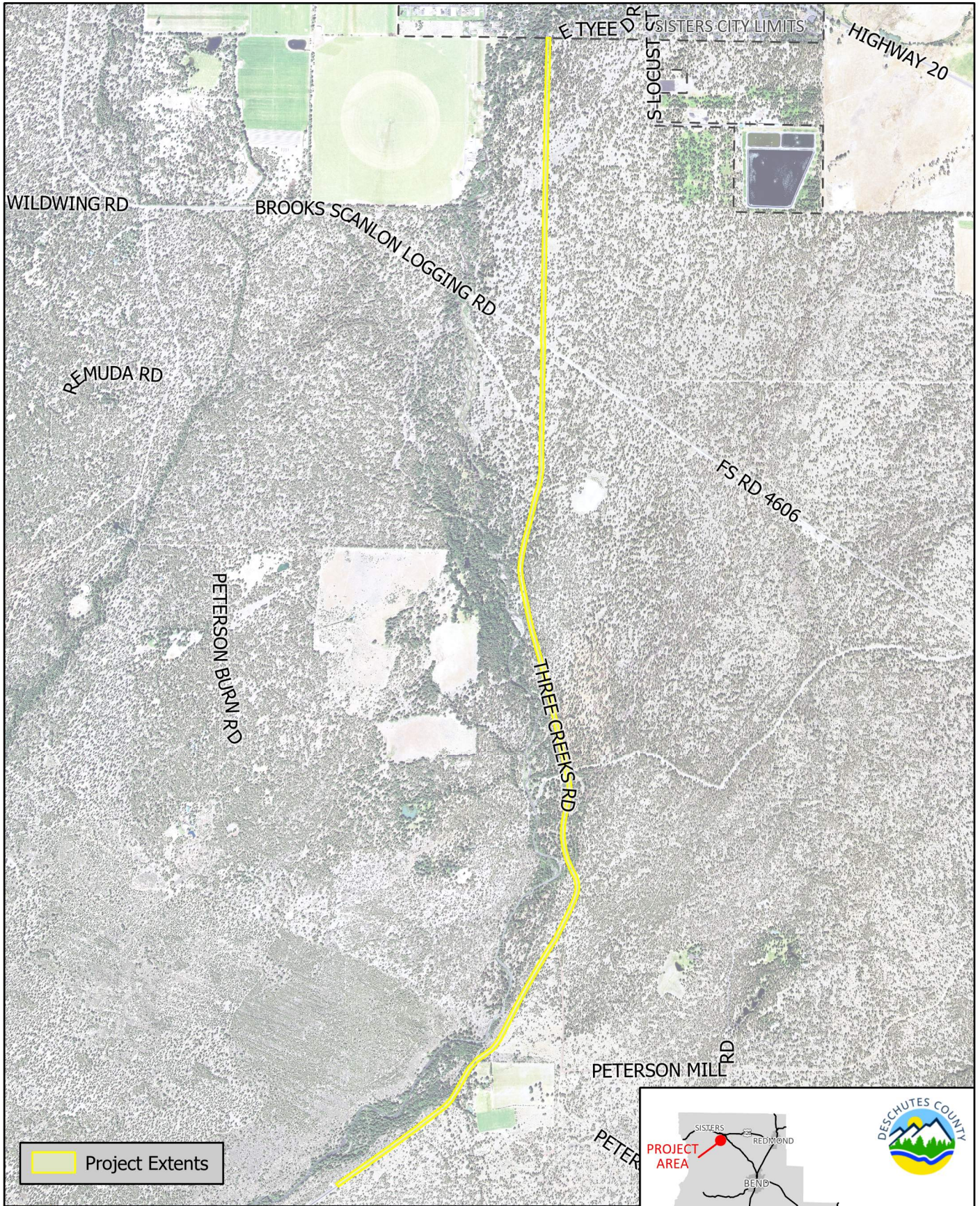
FUNDING

	<i>FY 2026</i>	<i>FY 2027</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.*	DESCHUTES CO.*	DESCHUTES CO.*
PRELIM. ENGINEERING	\$40,300	-	\$40,300
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$293,400	\$293,400
TOTAL	\$40,300	\$293,400	\$333,700

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

SCHEDULE

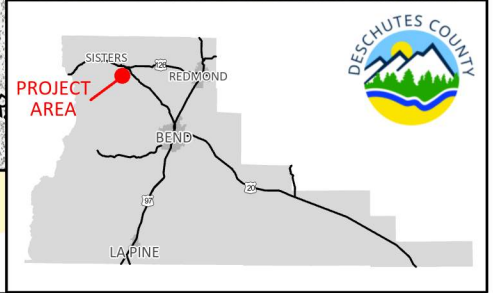
	<i>FY 2026</i>				<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



 Project Extents

2026

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



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 2010 – 2030 (Medium Priority)
- Functional Classification: Rural Collector
- ADT: 303 (2021)

SCOPE OF WORK

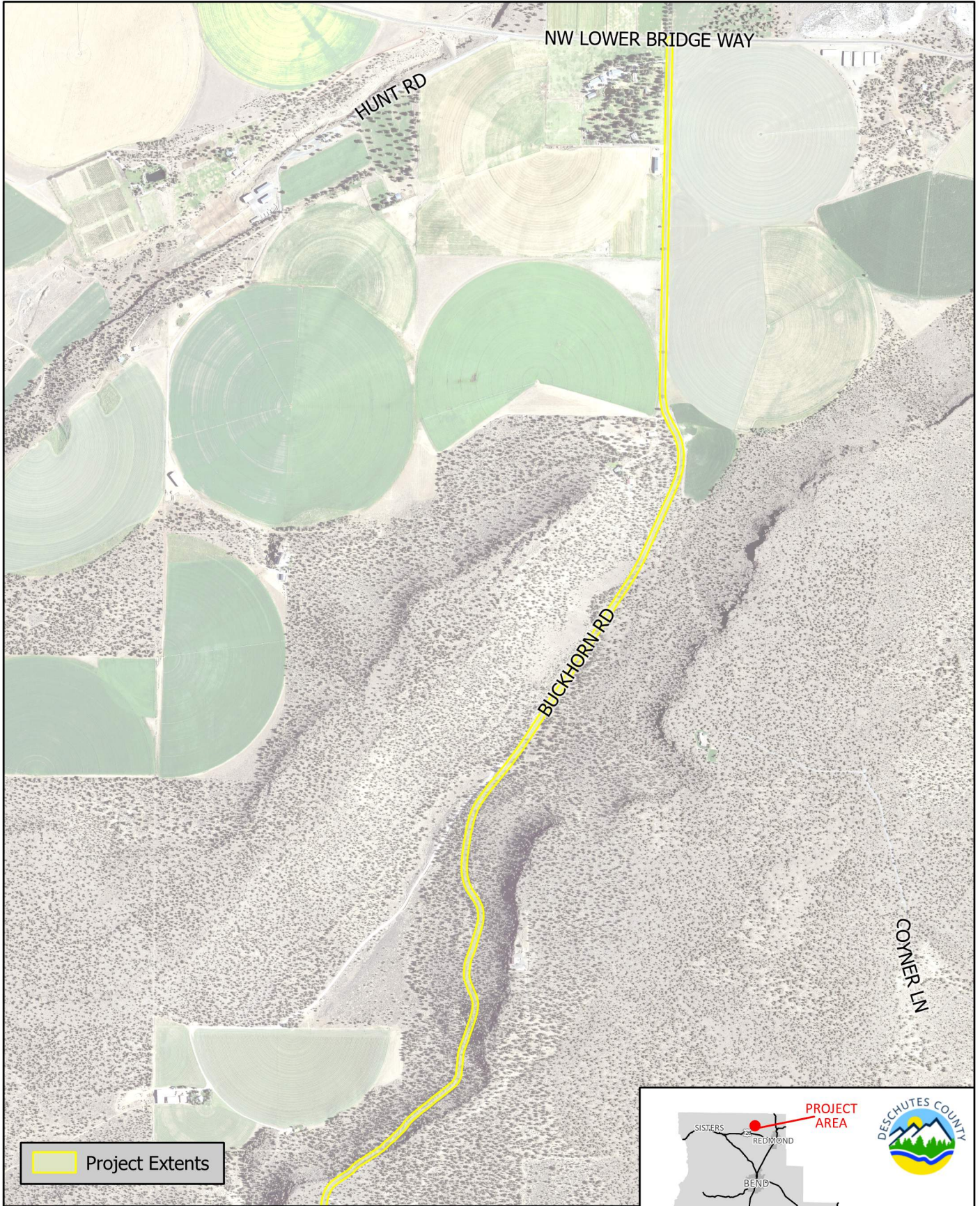
- Modernizing to Collector Roadway standards - Constructing 28-foot-wide asphalt concrete pavement with shoulder bikeways and 2-foot-wide aggregate shoulders from M.P. 1.6 to Lower Bridge Way
- Installing new Signage, Delineation, Fencing and Marked Trail Crossings
- Installing new guardrail
- Removing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


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	\$250,000	\$100,000	-	\$350,000
RIGHT OF WAY	-	\$40,000	-	\$40,000
CONSTRUCTION	-	\$840,000	\$3,000,000	\$3,840,000
TOTAL	\$250,000	\$980,000	\$3,000,000	\$4,230,000

SCHEDULE

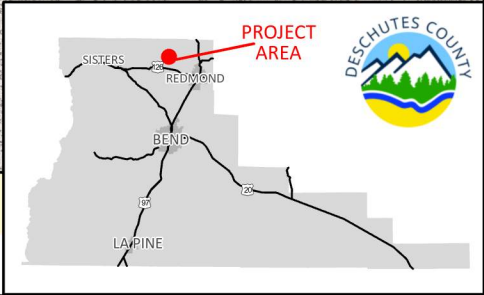
	<i>FY 2025</i>				<i>FY 2026</i>				<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



 Project Extents

2027

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



Deschutes Market Rd / Graystone Lane Intersection Improvement

Deschutes Market Road is an arterial roadway connecting communities east of Bend to US 97 and Tumalo. Graystone Lane is a collector 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 2010 – 2030 (Medium Priority)
- Road Name: Deschutes Market Road Graystone Lane
- Functional Classification: Rural Arterial Rural Collector
- ADT: 9,571 (2022) Not Available

SCOPE OF WORK

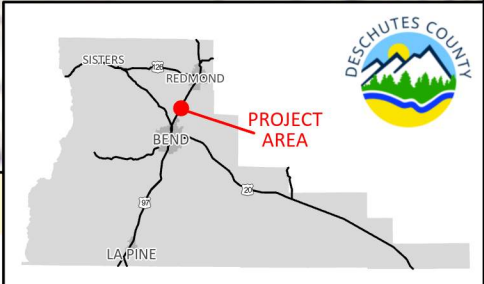
- Installing a new traffic signal
- Constructing protected turn lanes to accommodate predominant traffic movements
- Constructing new asphalt concrete pavement
- Installing new Signage, Delineation and Pavement Markings
- Installing new guardrail

FUNDING

	<i>FY 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	\$265,000	\$100,000	-	\$365,000
RIGHT OF WAY	-	\$61,000	-	\$61,000
CONSTRUCTION	-	\$500,000	\$1,736,000	\$2,236,000
TOTAL	\$265,000	\$661,000	\$1,736,000	\$2,662,000

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												



2028

TRANSPORTATION SYSTEM PROJECT

DESCHUTES MARKET RD / GREYSTONE LN 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 2010 – 2030 (Medium Priority)
- Road Name: Graystone Lane Deschutes Pleasant Ridge Road
- Functional Classification: Rural Collector Rural Collector
- ADT: Not Available 4,149 (2022)

SCOPE OF WORK

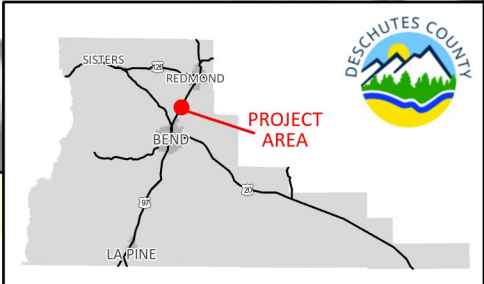
- Implementing all-way stop control at the intersection
- Installing new Signage, Delineation and Pavement Markings
- Removing roadside obstructions to improve sight distance

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	\$100,000	-	\$400,000
RIGHT OF WAY	-	\$200,000	-	\$200,000
CONSTRUCTION	-	\$500,000	\$2,000,000	\$2,500,000
TOTAL	\$300,000	\$800,000	\$2,000,000	\$3,100,000

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												



2028

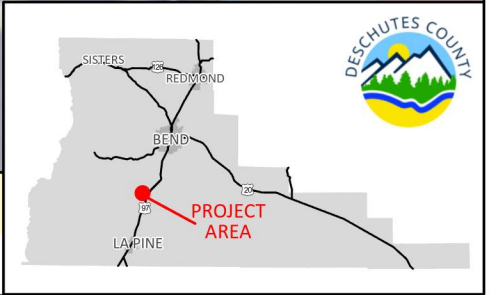
TRANSPORTATION SYSTEM PROJECT
GREYSTONE LN / PLEASANT RIDGE INTERSECTION IMPROVEMENT



 Project Extents

2028

TRANSPORTATION SYSTEM PROJECT
S. CENTURY DR / VENTURE LN 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 2010 – 2030 (Medium Priority)
- Road Name: NW Lower Bridge Way NW Teater Avenue
- Functional Classification: Rural Collector Rural Local
- ADT: 1,129 (2022) Not Available

SCOPE OF WORK

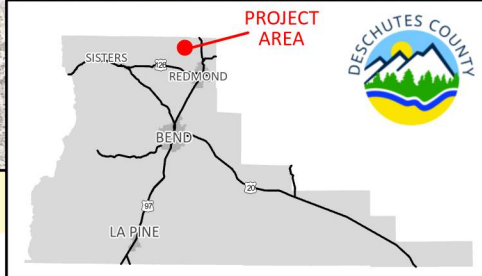
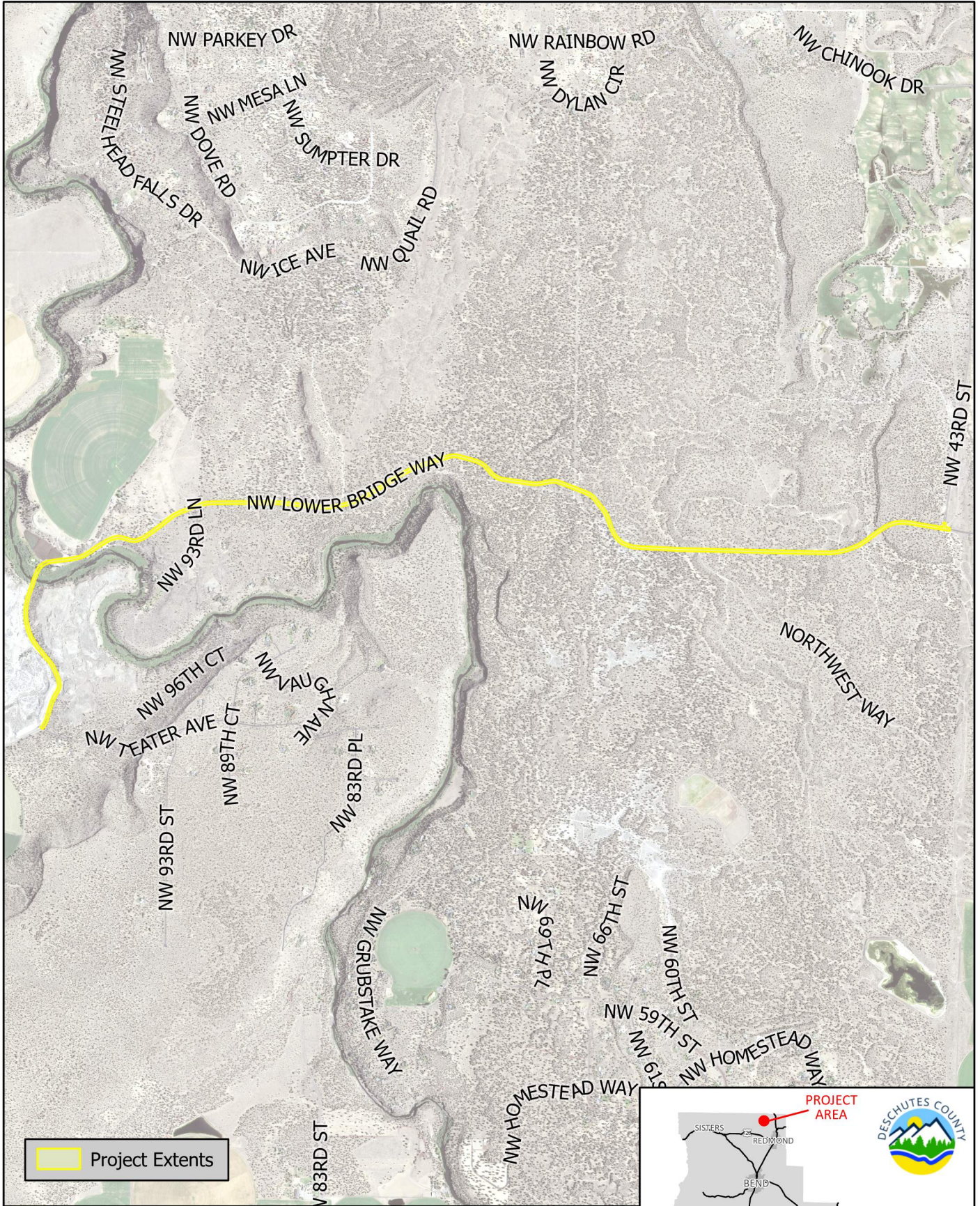
- Widening of NW Lower Bridge Way to a paved width of 28 feet with 2-foot aggregate shoulders to accommodate paved bikeways
- Paving of NW Lower Bridge Way between NW 43rd Street and Teater Avenue
- Safety improvements – Signing, Guardrail, Striping and Delineation
- Removal of roadside hazards

FUNDING

	<i>FY 2027</i>	<i>FY 2028</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$300,000	\$150,000	\$450,000
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$1,800,000	\$1,800,000
TOTAL	\$300,000	\$1,950,000	\$2,250,000

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												



2028

TRANSPORTATION SYSTEM PROJECT

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

Paving of Hamby Road:
US 20 to Butler Market Road

Hamby Road is an north-south arterial located east of Bend that begins at US 20 and ends at Butler Market Road. It is critical link for communities east of Bend to access US 20 and the City of Bend, and is increasingly used as an eastside bypass of Bend by traffic bound for US 97 via Butler Mkt Road, Hamehook Road, and Deshutes Mkt Road. It also provides access to Buckingham Elementary School, and bisects three Deschutes County Bikeways.



- Project Justification: Pavement Condition Index (PCI) Rating – 79 out of 100
- Functional Classification: Rural Arterial
- ADT: 3,447 (2022)

SCOPE OF WORK

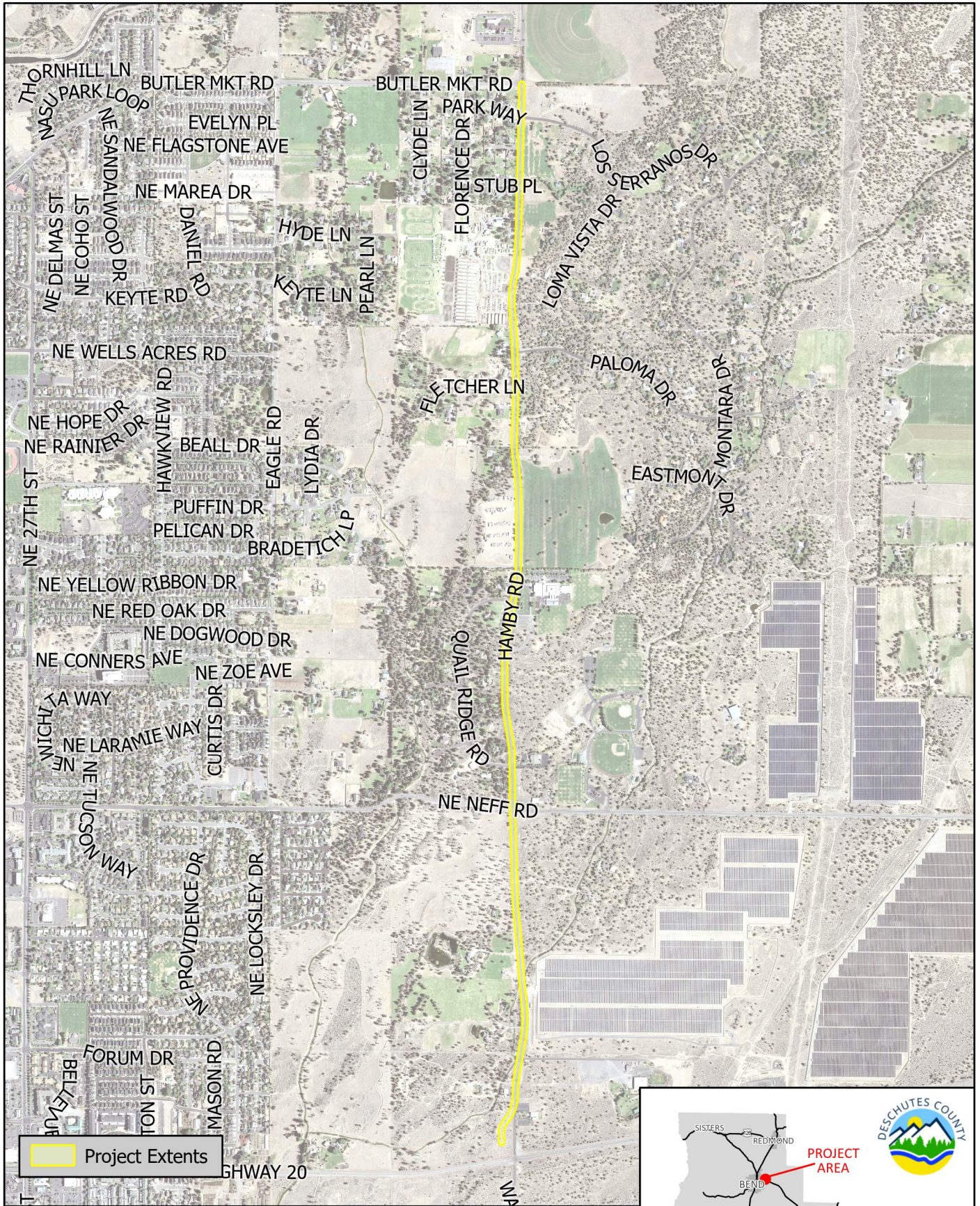
- Asphalt pavement rehabilitation via overlay
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2023</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$999,285	\$999,285
TOTAL	\$999,285	\$999,285

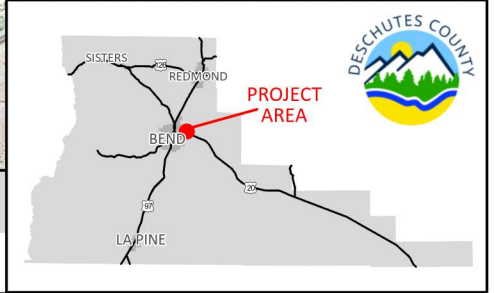
SCHEDULE

	<i>FY 2023</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2023

PAVEMENT PRESERVATION PROJECT
 HAMBY RD: US 20 TO BUTLER MARKET RD



**Paving of Alfalfa Market Road:
M.P. 4 to Johnson Ranch Road /
Willard Road**



Alfalfa Market Road is an east-west rural arterial beginning at Powell Butte Hwy and ending 9.45 miles to the east at a 4 way intersection with Johnson Ranch Road, Willard Road and Walker Road. The road links east Bend to Prineville Reservoir and the Crooked River Highway. This moderately-trafficked rural roadway segment is experiencing significant pavement distress and shoulder deterioration, and lacks adequate delineation.

- Project Justification: Pavement Condition Index (PCI) Rating – 75 out of 100
- Functional Classification: Rural Arterial
- ADT: 1,596 (2022)

SCOPE OF WORK

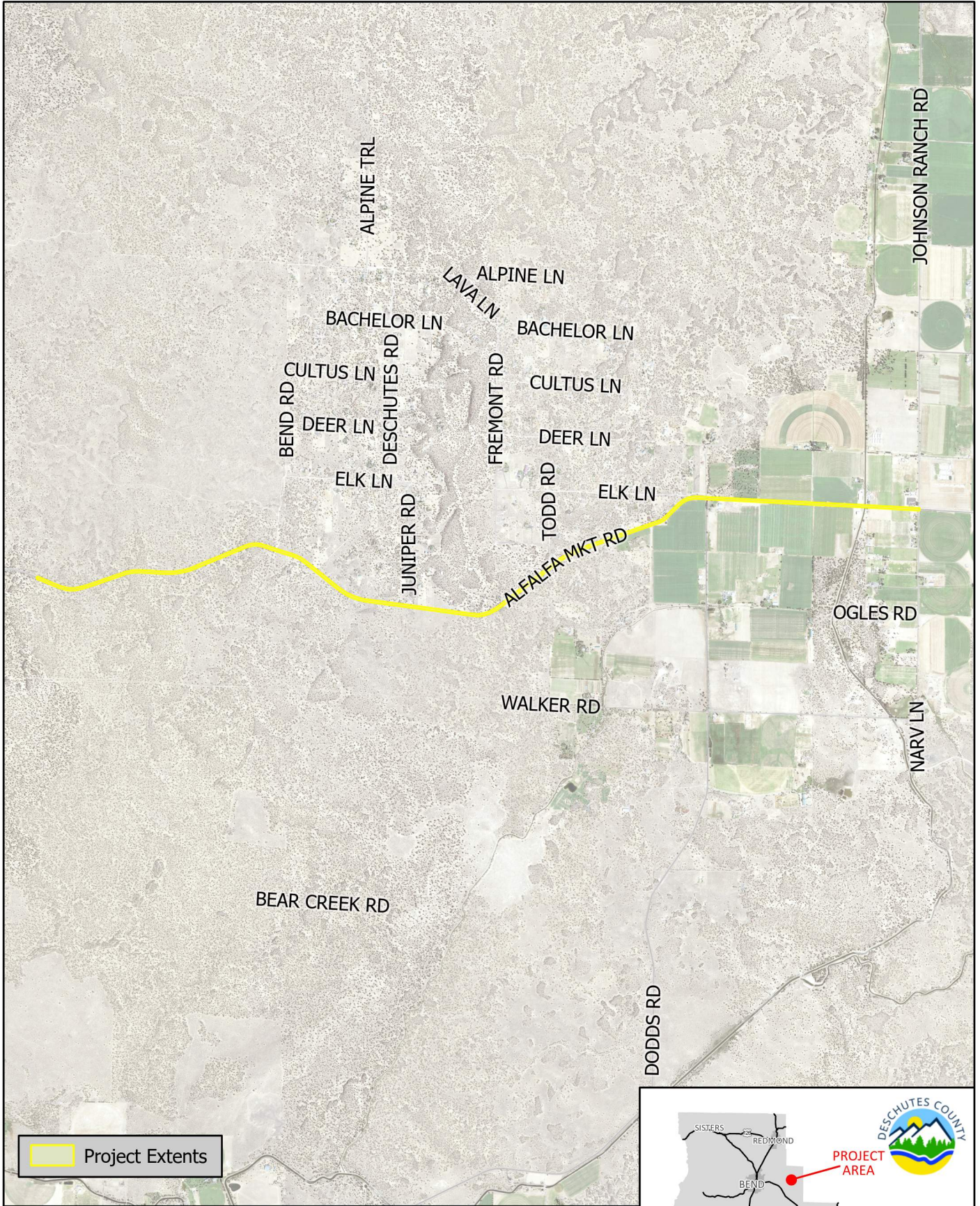
- Asphalt pavement rehabilitation via overlay
- Shoulder repair & full-depth pavement repair
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2023</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$1,788,826	\$1,788,826
TOTAL	\$1,788,826	\$1,788,826

SCHEDULE

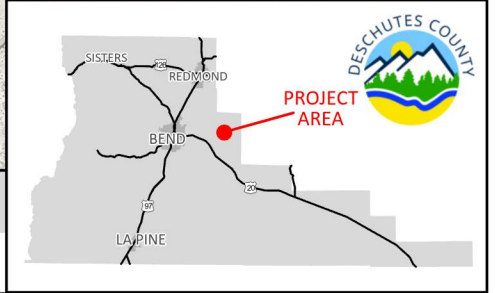
	<i>FY 2023</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



 Project Extents

2023

PAVEMENT PRESERVATION PROJECT
 ALFALFA MKT RD: MP 4 TO JOHNSON MKT RD / WILLARD RD



Paving of Rosland Road / Tracy Road: US 97 to Drafter Road

Rosland Road is a City collector roadway which connects the Newberry Estates community northeast of La Pine to US 97. The road also provides recreational users with access to Forest Service Road #2205 and the Deschutes National Forest. Wendy Road and Tracy Road are City local roadways that provide connectivity from Rosland Road to local businesses. These heavily-trafficked roadway segments are the primary ingress to a nearby truck stop and other local businesses. These roadways are exhibiting pavement failure in multiple locations due to high volumes of heavy vehicles.



- Project Justification: Pavement Condition Index (PCI) Rating – 48 to 79 out of 100
- Road Name: Rosland Road Wendy Road & Tracy Road
- Functional Classification: City Collector City Local
- ADT: 1,064 (2022) Not Available

SCOPE OF WORK

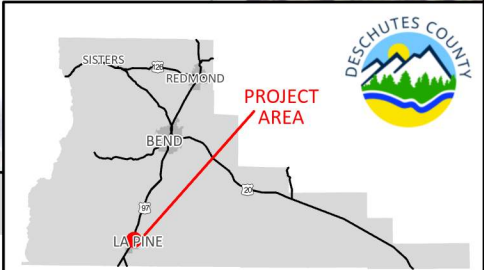
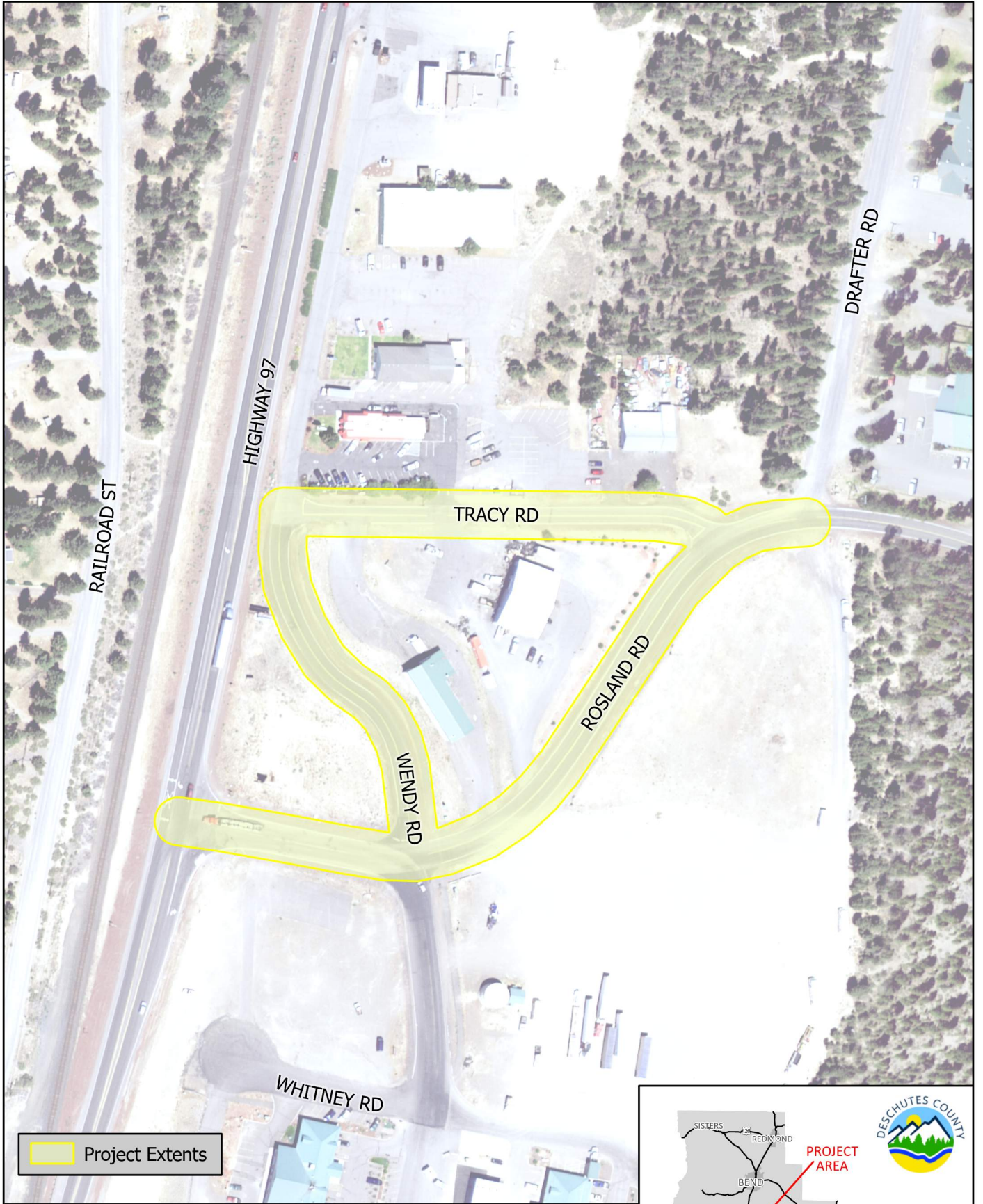
- Asphalt pavement reconstruction
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$393,000	\$250,673	\$643,673
TOTAL	\$393,000	\$250,673	\$643,673

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</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								



2023

PAVEMENT PRESERVATION PROJECT

ROS LAND RD / TRACY RD: US 97 TO DRAFTER RD

**Paving of Butler Market Road:
Homehook Road to Powell Butte
Hwy**

Butler Market Road is an east-west arterial roadway connecting east Bend to Powell Butte Highway and the Bend Municipal Airport. Butler Market Road exhibits pavement deterioration which warrants rehabilitation.



- Project Justification: Pavement Condition Index (PCI) Rating – 84 out of 100
- Functional Classification: Rural Arterial
- ADT: 4,897 (2022)

SCOPE OF WORK

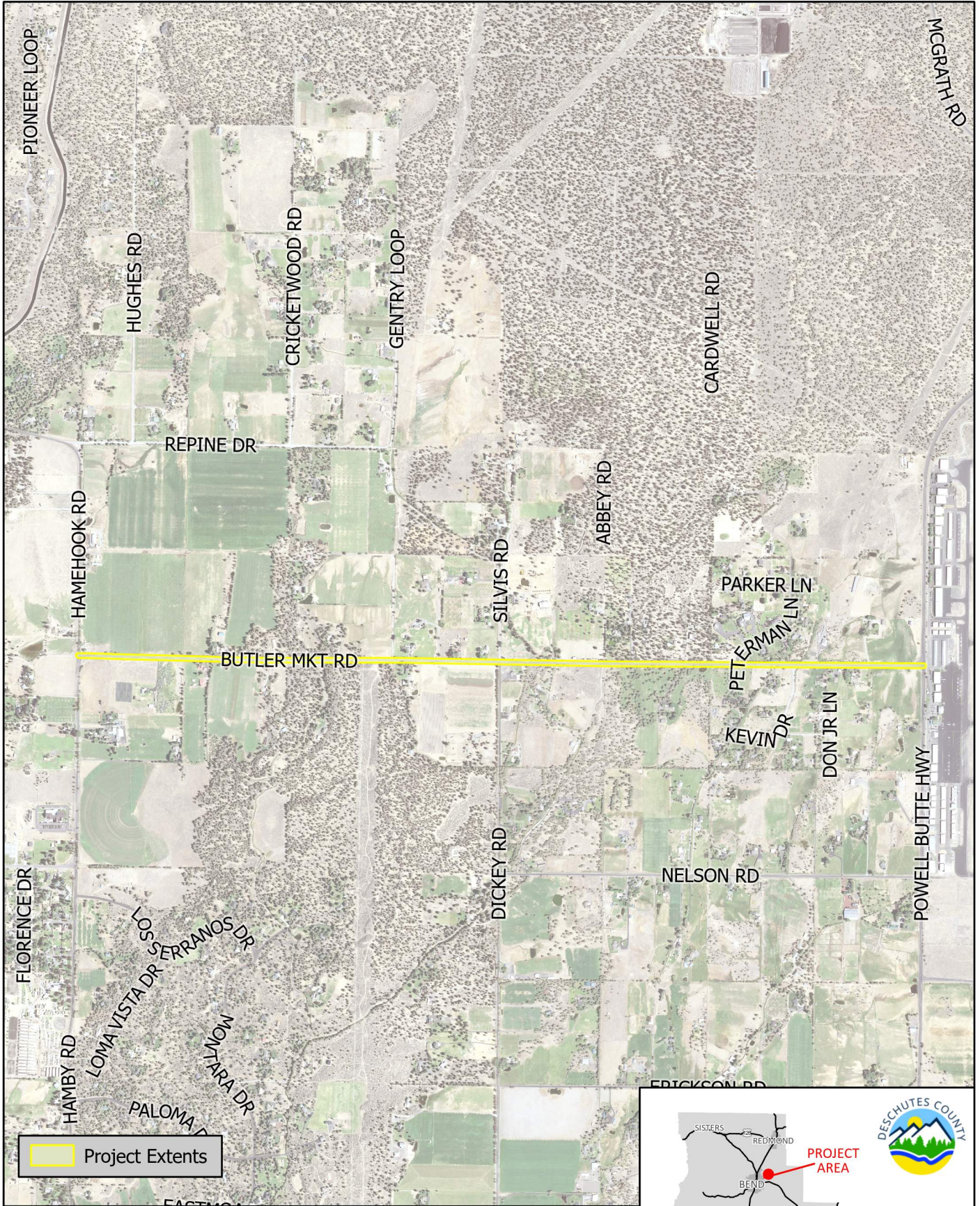
- Asphalt pavement rehabilitation via inlay
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$1,000,000	\$320,000	\$1,320,000
TOTAL	\$1,000,000	\$320,000	\$1,320,000

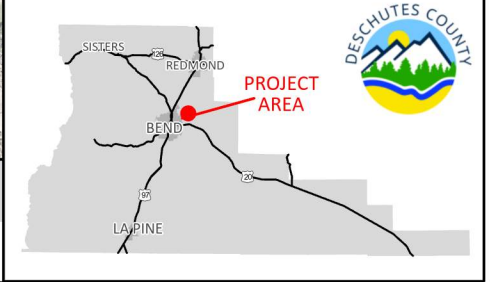
SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</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								



2023

PAVEMENT PRESERVATION PROJECT
 BUTLER MARKET RD: HAMEHOOK RD TO POWELL BUTTE HWY



Paving of Dickey Road

Dickey Road is a north-south collector roadway east of Bend that carries traffic between Butler Market Road and Erickson Road. The roadway connects residents of the rural area to US 20 and Bend. Dickey Road exhibits pavement deterioration and has roadside hazards that require removal.



- Project Justification: Pavement Condition Index (PCI) Rating – 74 out of 100
- Functional Classification: Rural Collector
- ADT: 852 (2022)

SCOPE OF WORK

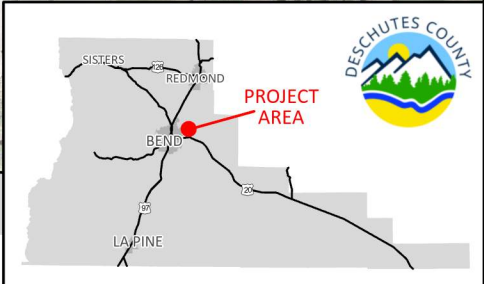
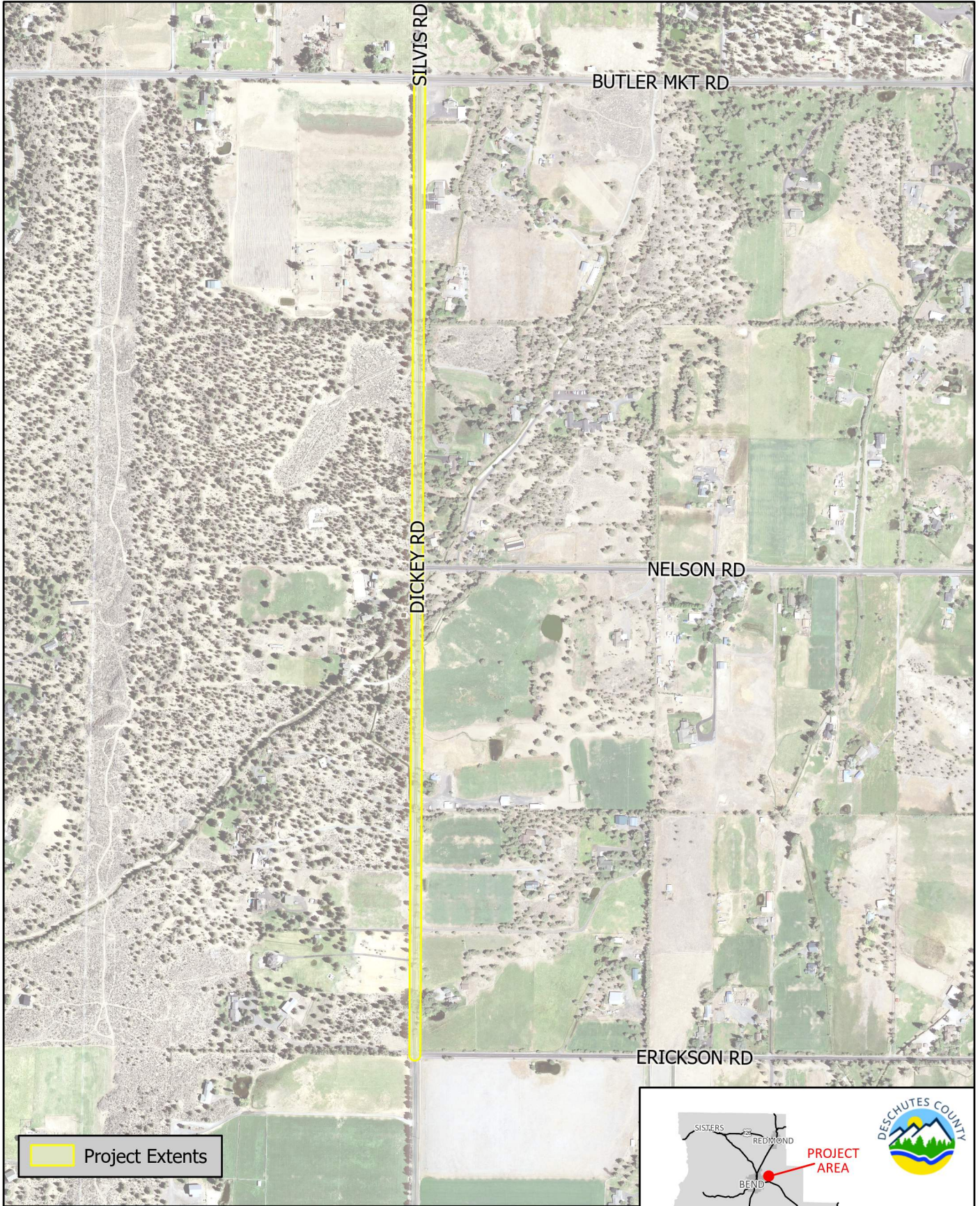
- Asphalt pavement rehabilitation via overlay
- Isolated full-depth pavement and shoulder repair
- Minor improvements – Striping and Delineation
- Removal of roadside obstructions

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$250,000	\$600,000	\$850,000
TOTAL	\$250,000	\$600,000	\$850,000

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</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								



2024

PAVEMENT PRESERVATION PROJECT

DICKEY RD

Paving of Old Bend-Redmond Hwy: US 20 to Tumalo Road

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. Old Bend Redmond Hwy exhibits pavement deterioration which warrants rehabilitation.



- Project Justification: Pavement Condition Index (PCI) Rating – 85 out of 100
- Functional Classification: Rural Arterial
- ADT: 4,525 (2022)

SCOPE OF WORK

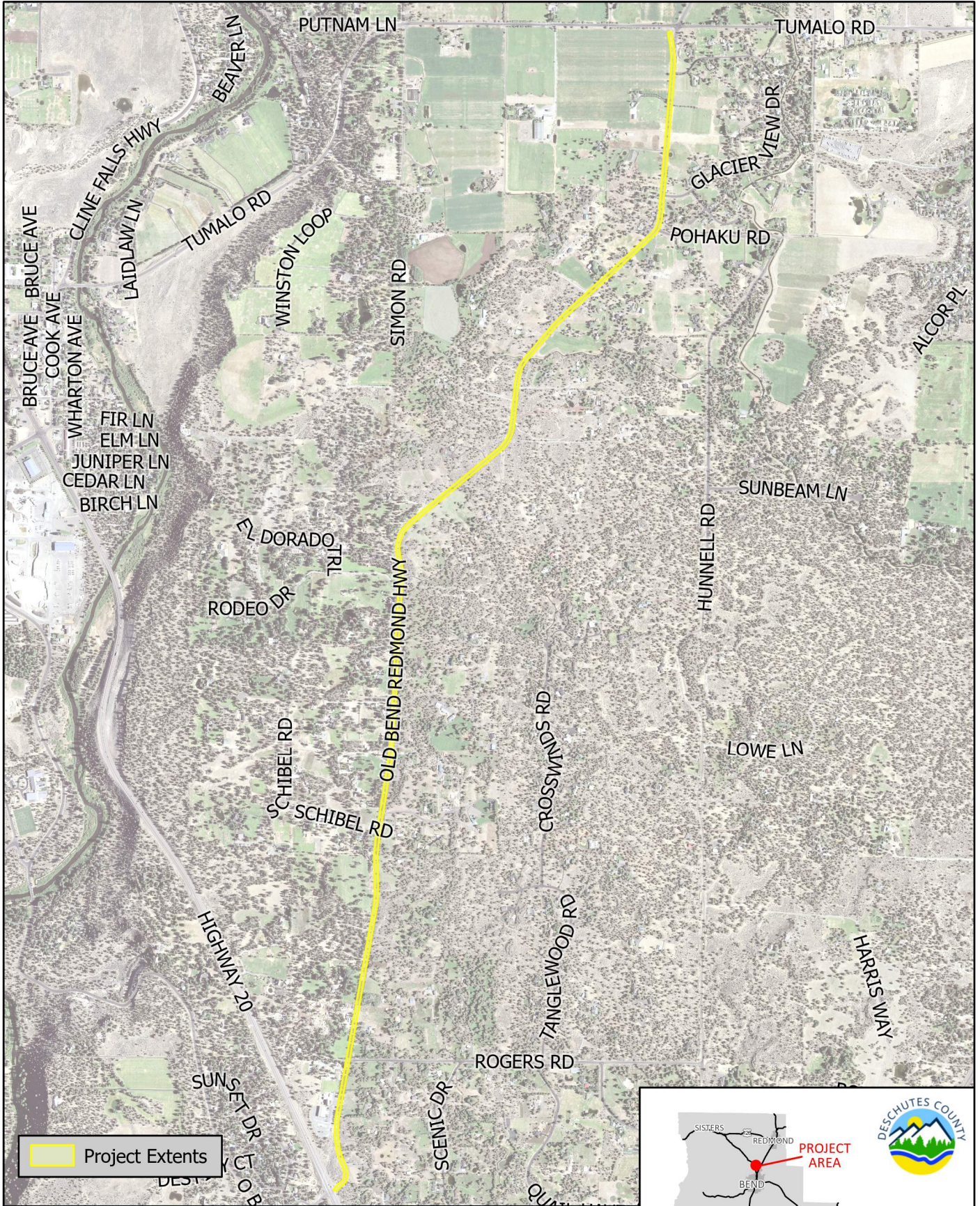
- Asphalt pavement rehabilitation via inlay
- Minor improvements – Striping and Delineation

FUNDING

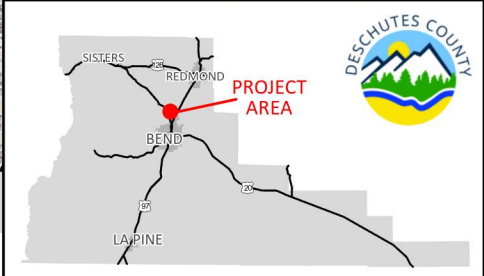
	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$500,000	\$1,210,000	\$1,721,000
TOTAL	\$500,000	\$1,210,000	\$1,721,000

SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</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



2024 **PAVEMENT PRESERVATION PROJECT**
 OLD BEND REDMOND HWY: US20 TO TUMALO RD

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 – 61 out of 100
- Functional Classification: Rural Local
- ADT: 929 (2022)

SCOPE OF WORK

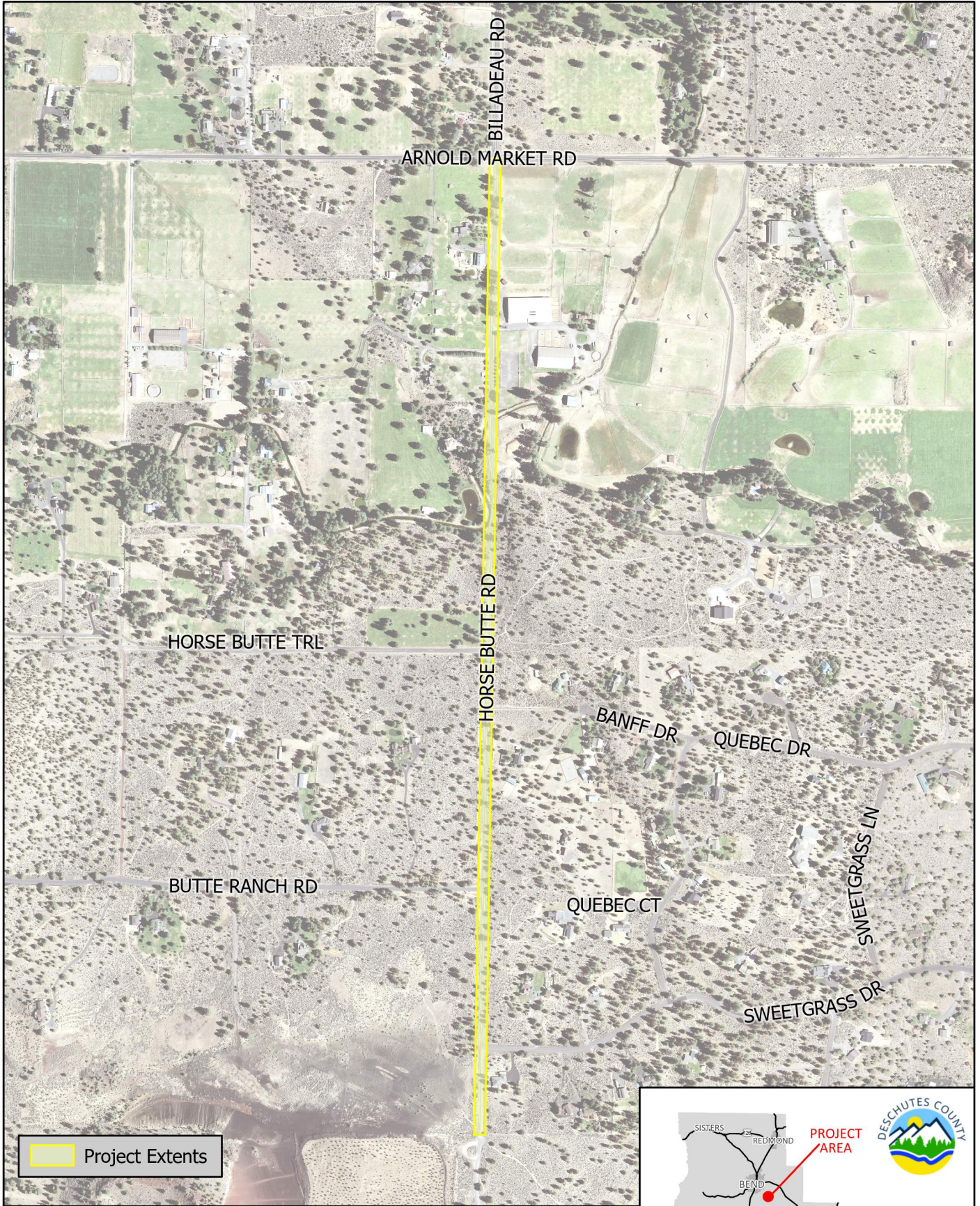
- Asphalt pavement rehabilitation via inlay/overlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation
- Removal of roadside hazards

FUNDING

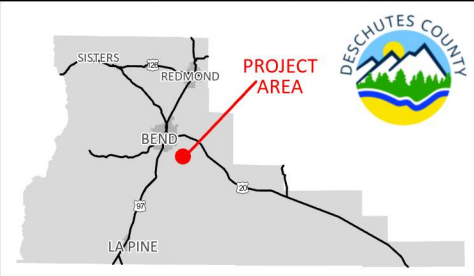
	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$460,000	\$460,000
TOTAL	\$460,000	\$460,000

SCHEDULE

	<i>FY 2024</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



2024

PAVEMENT PRESERVATION PROJECT

HORSE BUTTE RD

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 which provides access for communities south of Redmond to Tumalo. Both roadways exhibit pavement deterioration which warrants rehabilitation.



- Project Justification: Pavement Condition Index (PCI) Rating – 85 out of 100
- Road Name: Old Bend-Redmond Hwy S Canal Boulevard
- Functional Classification: Rural Arterial Rural Arterial
- ADT: 4,971 (2022) 8,246 (2022)

SCOPE OF WORK

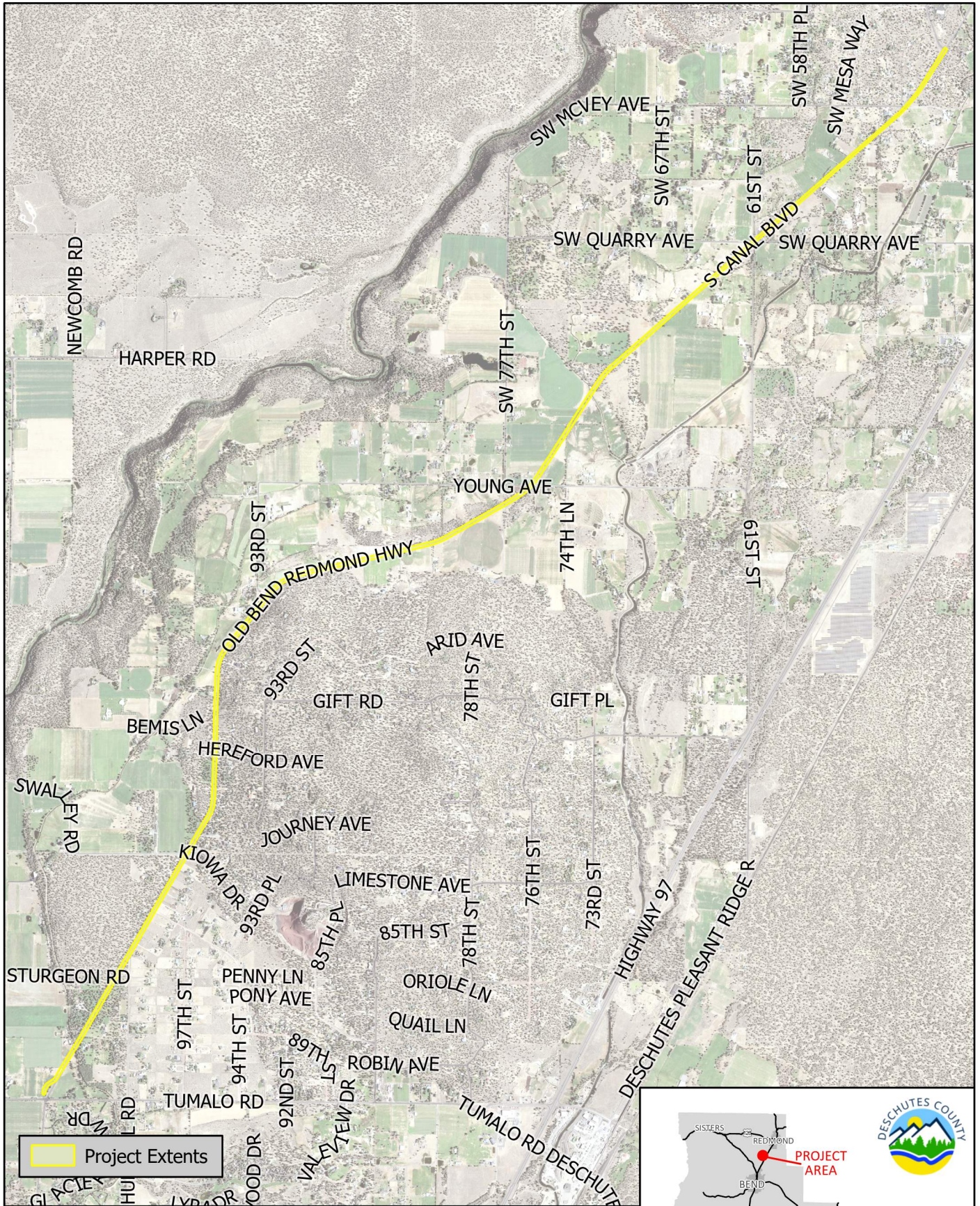
- Asphalt pavement rehabilitation via inlay
- Minor improvements – Striping and Delineation


FUNDING

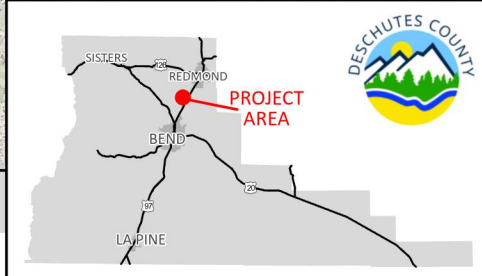
	<i>FY 2024</i>	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$3,000,000	\$410,000	\$3,410,000
TOTAL	\$3,000,000	\$410,000	\$3,410,000

SCHEDULE

	<i>FY 2024</i>				<i>FY 2025</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



2024

PAVEMENT PRESERVATION PROJECT

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

**Paving of Spring River Road:
S Century Drive to Stellar Drive**

Spring River Road is located in south Sunriver and connects traffic from Sunriver Resort and US 97 to communities west of Sunriver and the Deschutes National Forest. The segment is classified as a rural arterial. A popular access point to the Deschutes River exists along the Project Segment, which brings significant seasonal traffic during the summer months. New development in the area has also resulted in increased traffic levels. The existing pavement is exhibiting considerable load-related distress and maintenance patching.



- Project Justification: Pavement Condition Index (PCI) Rating – 81 out of 100
- Functional Classification: Rural Arterial
- ADT: 5,599 (2022)

SCOPE OF WORK

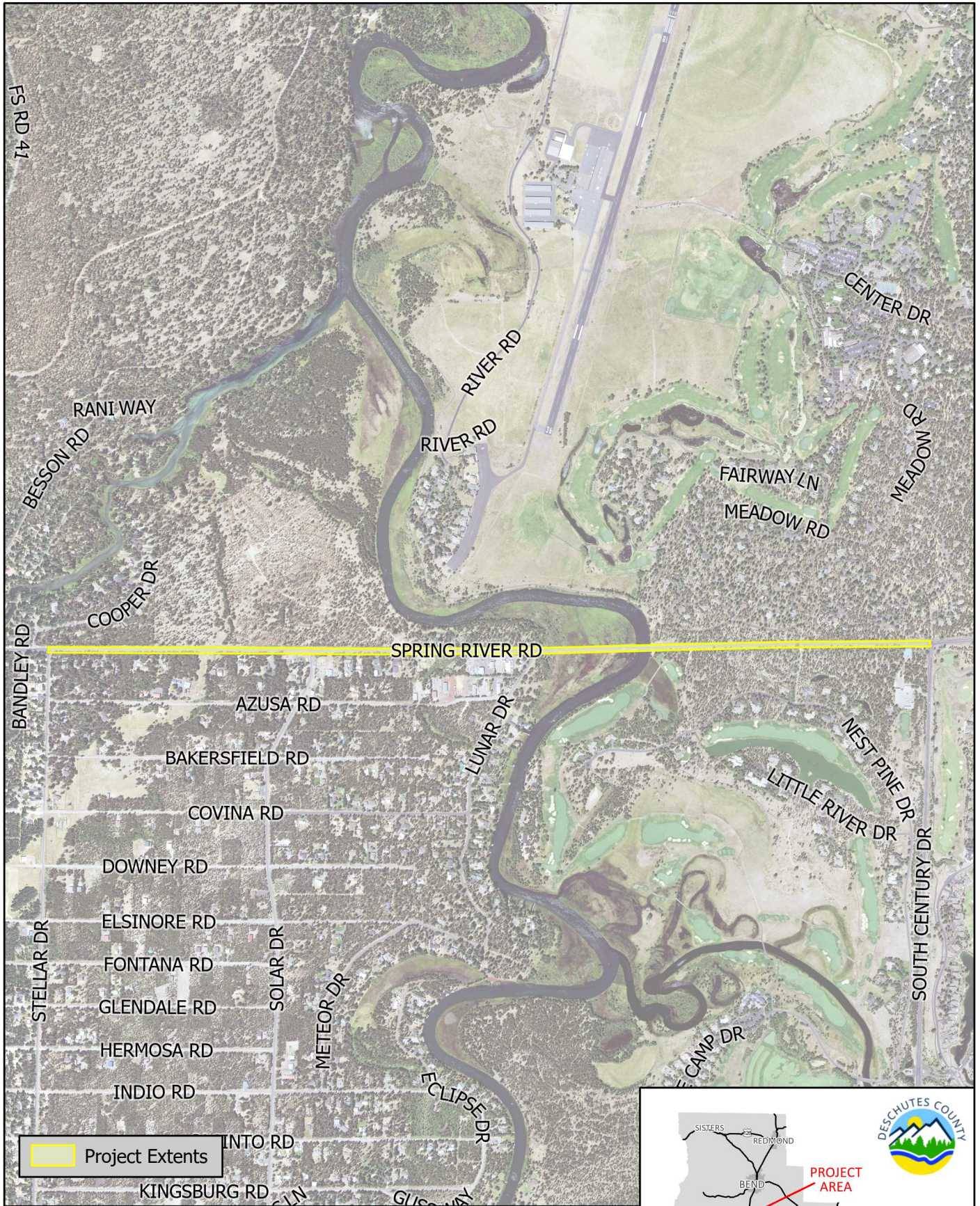
- Rehabilitation of existing asphalt pavement via overlay/inlay
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2024</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$510,000	\$500,000	\$1,010,000
TOTAL	\$510,000	\$500,000	\$1,010,000

SCHEDULE

	<i>FY 2024</i>				<i>FY 2025</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								

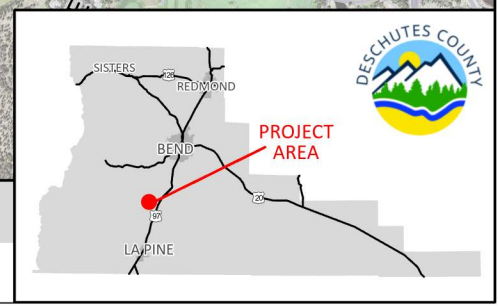


 Project Extents

2024

PAVEMENT PRESERVATION PROJECT

SPRING RIVER RD: S. CENTURY DR TO STELLAR DR



**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 – 80 out of 100
- Functional Classification: Rural Arterial
- ADT: 7,418 (2022)

SCOPE OF WORK

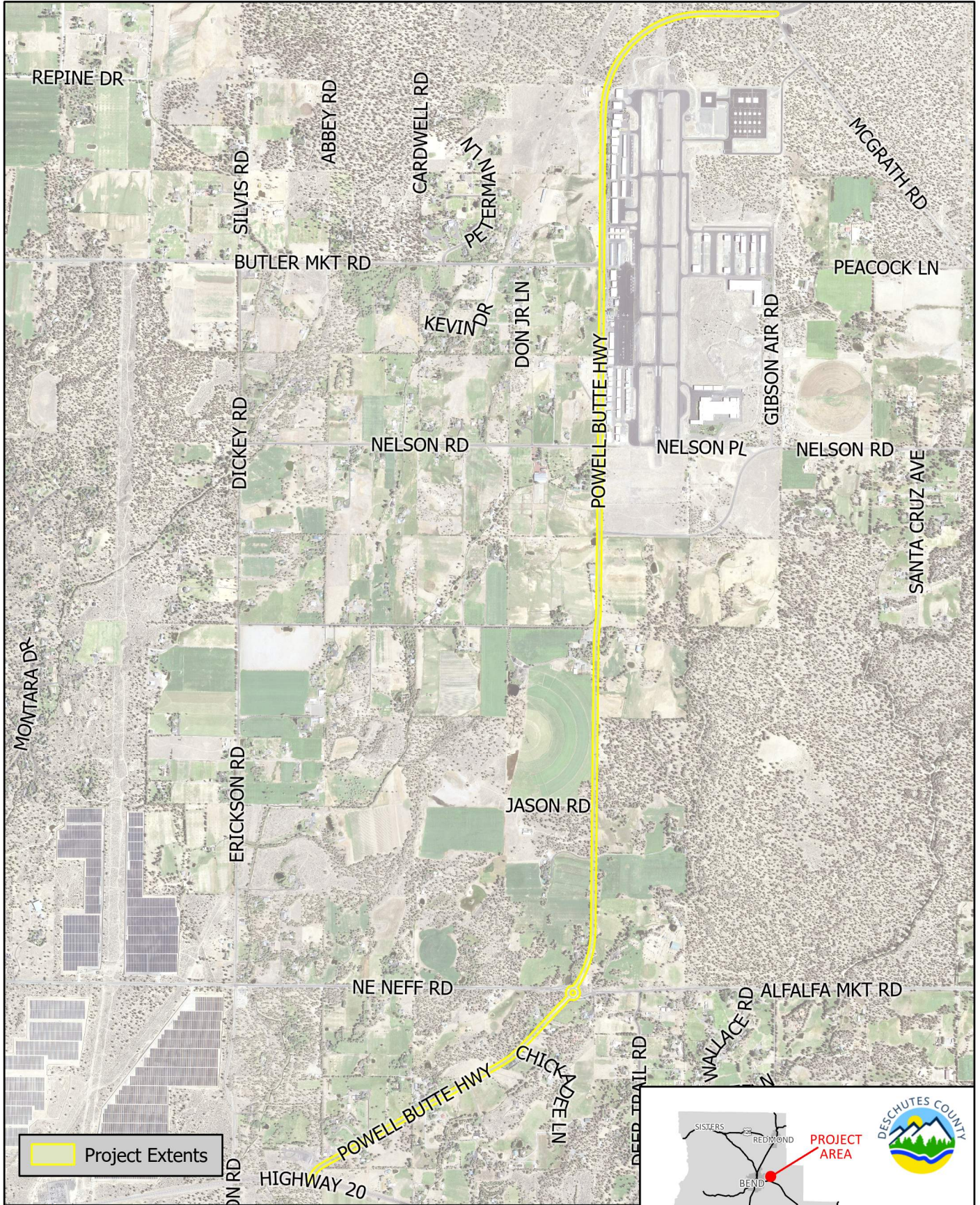
- Rehabilitation of existing asphalt pavement via overlay/inlay
- Paving of roundabout and roundabout legs at NE Neff Road/Alfalfa Market Road
- Minor improvements – Striping and Delineation

FUNDING

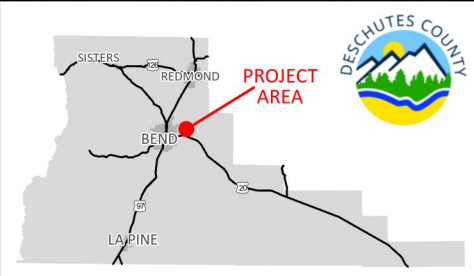
	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$2,290,000	\$2,290,000
TOTAL	\$2,290,000	\$2,290,000

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				



Project Extents



2025

PAVEMENT PRESERVATION PROJECT

POWELL BUTTE HWY: MCGRATH RD TO US 20

Paving of Northwest Way: NW Coyner Avenue to NW Almeter Way



Northwest Way is a north-south rural collector which serves communities northwest of Redmond. This roadway is a critical link for these rural communities, providing access to the City of Redmond. The segment is experiencing pavement deterioration and lacks modern safety features such as roadway delineation.

- Project Justification: Pavement Condition Index (PCI) Rating – 80 out of 100
- Functional Classification: Rural Collector
- ADT: 2,536 (2022)

SCOPE OF WORK

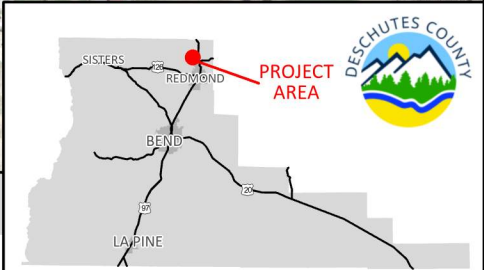
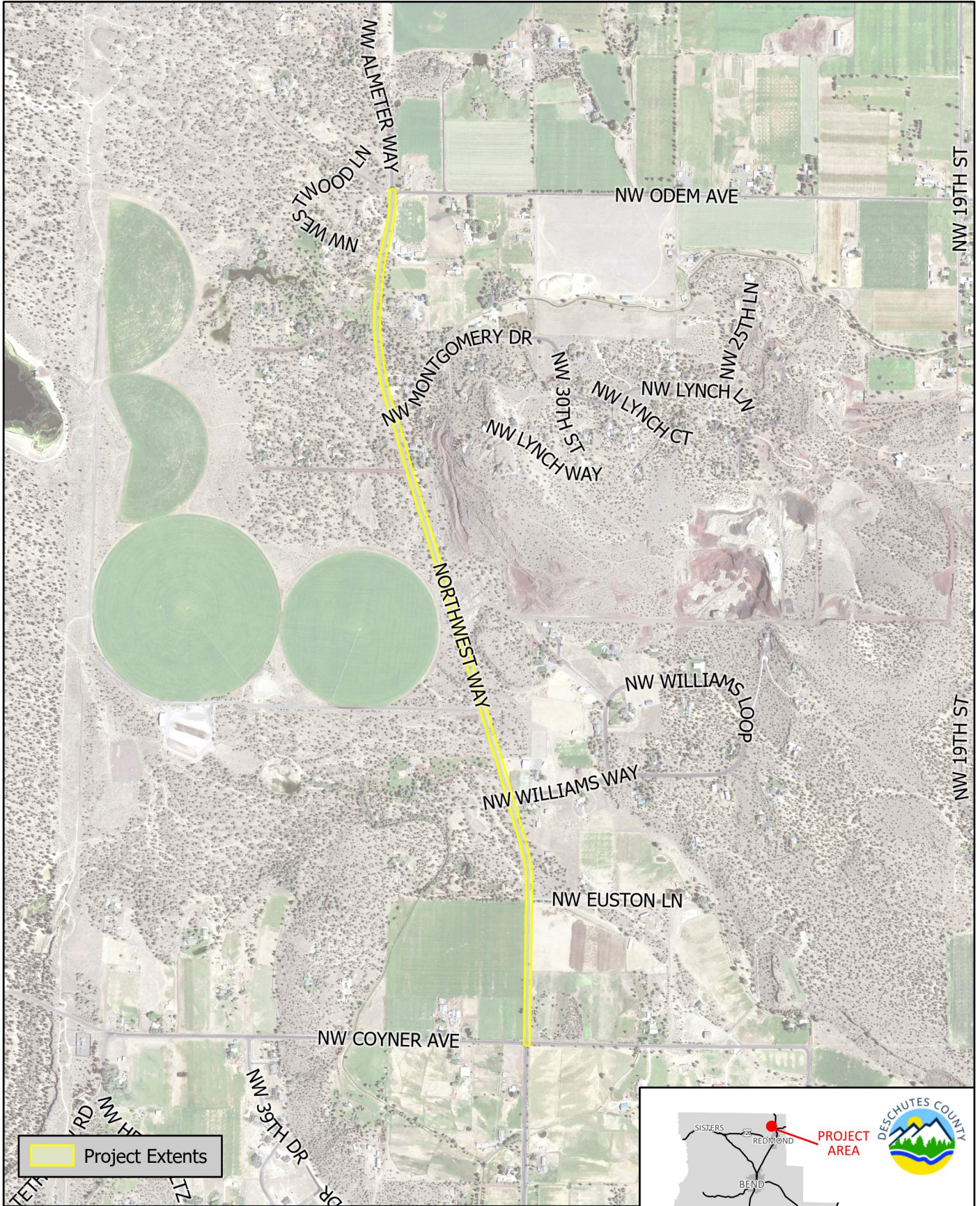
- Asphalt pavement rehabilitation via inlay/overlay
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$815,000	\$556,000	\$1,371,000
TOTAL	\$815,025	\$556,026	\$1,371,000

SCHEDULE

	<i>FY 2025</i>				<i>FY 2026</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								



2025

PAVEMENT PRESERVATION PROJECT

NORTHWEST WAY: NW COYNER AVE TO NW ALTMETER WAY

Paving of Billadeau Road

Billadeau Road is a north-south collector roadway east of Bend that carries traffic between Ward Road and Horse Butte Road. The roadway links rural communities east of Bend to US 20 and the Bend city limits. Billadeau Road exhibits pavement deterioration and ride quality issues which warrant rehabilitation.



- Project Justification: Pavement Condition Index (PCI) Rating – 77 out of 100
- Functional Classification: Rural Collector

SCOPE OF WORK

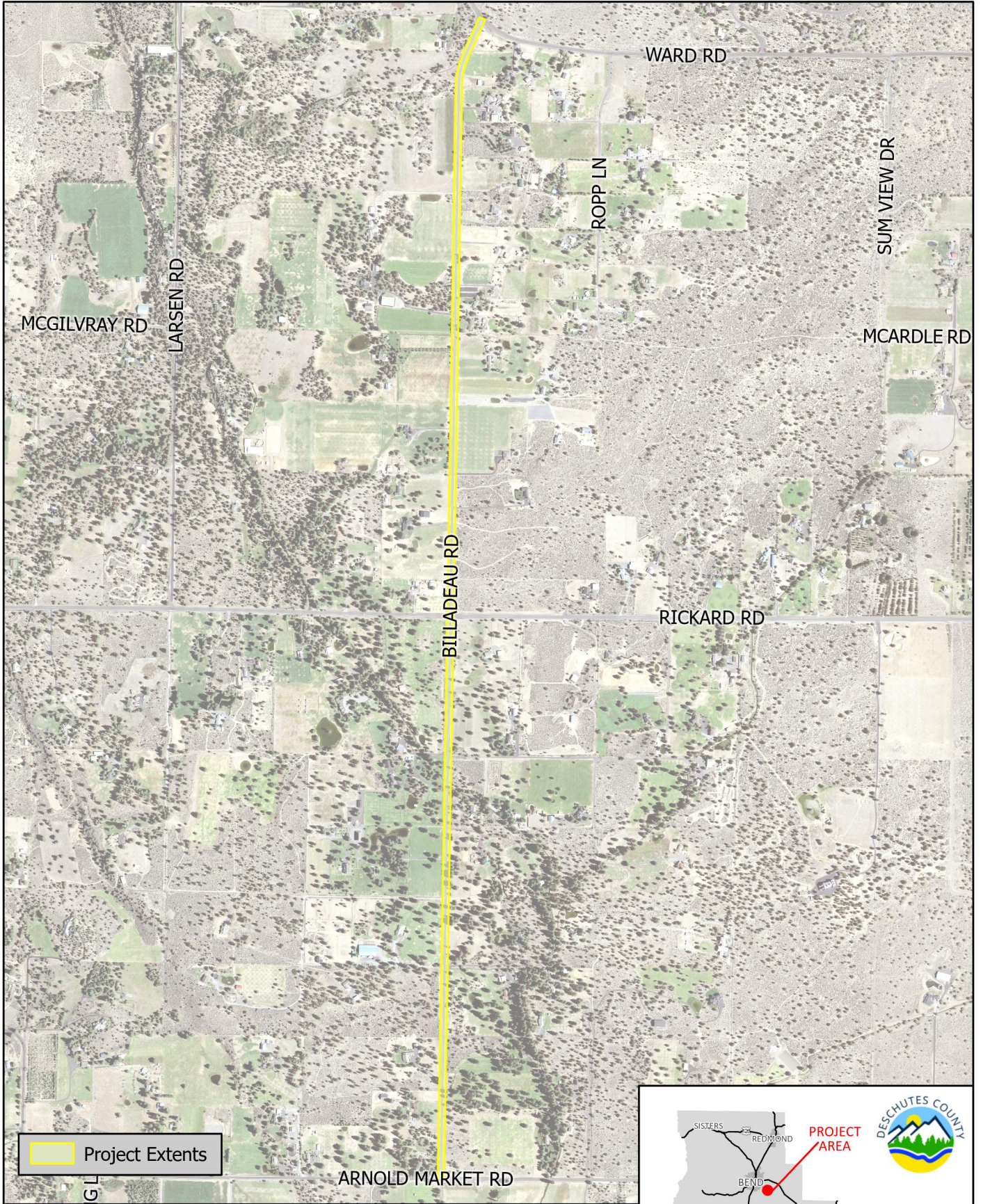
- Asphalt pavement rehabilitation via inlay/overlay
- Isolated full-depth pavement and shoulder repair
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$580,000	\$500,000	\$1,080,000
TOTAL	\$580,000	\$500,000	\$1,080,000

SCHEDULE

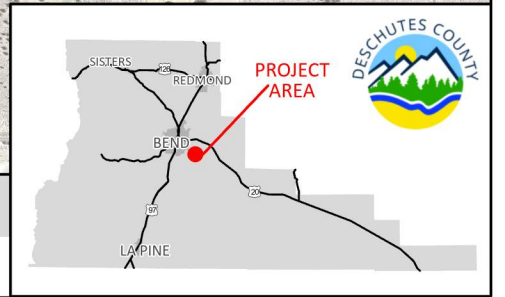
	<i>FY 2025</i>				<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2025

PAVEMENT PRESERVATION PROJECT

BILADEAU RD



Paving of Skyline Ranch Road: Century Drive to City Limits

Skyline Ranch Road is an urban collector roadway located west of Bend. The roadway carries traffic from the Tetherow community to Century Drive and the Bend city limits. Skyline Ranch Road exhibits significant thermal and load-related pavement distress, warranting replacement of the existing asphalt pavement.



- Project Justification: Pavement Condition Index (PCI) Rating – 79 out of 100
- Functional Classification: Urban Collector
- ADT: 2,161 (2022)

SCOPE OF WORK

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


FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-	-
RIGHT OF WAY	-	-	-
CONSTRUCTION	\$500,000	\$1,320,000	\$1,820,000
TOTAL	\$500,000	\$1,320,000	\$1,820,000

SCHEDULE

	<i>FY 2025</i>				<i>FY 2026</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								

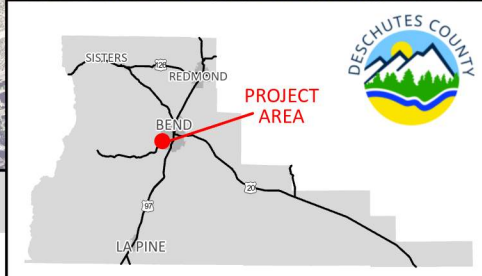


 Project Extents

2026

PAVEMENT PRESERVATION PROJECT

SKYLINE RANCH RD: CENTURY DR TO CITY LIMITS



Paving of Tumalo Road / Deschutes Market 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.

- Project Justification: Pavement Condition Index (PCI) Rating – 81 out of 100
Bridge Condition Reports
- Road Name: Tumalo Road Deschutes Market Road
- Functional Classification: Rural Collector Rural Arterial
- ADT: 7,973 (2022) 9,571 (2022)

SCOPE OF WORK

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

FUNDING

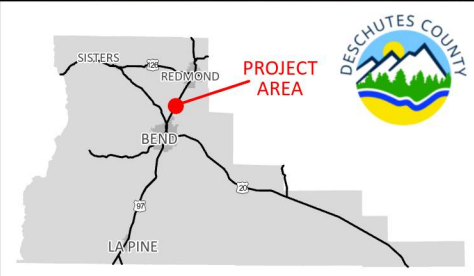
	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$420,000	\$420,000
TOTAL	\$420,000	\$420,000

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				



Project Extents



2026

PAVEMENT PRESERVATION PROJECT

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

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
- Functional Classification: Rural Collector
- ADT: 4,477 (2022)

SCOPE OF WORK

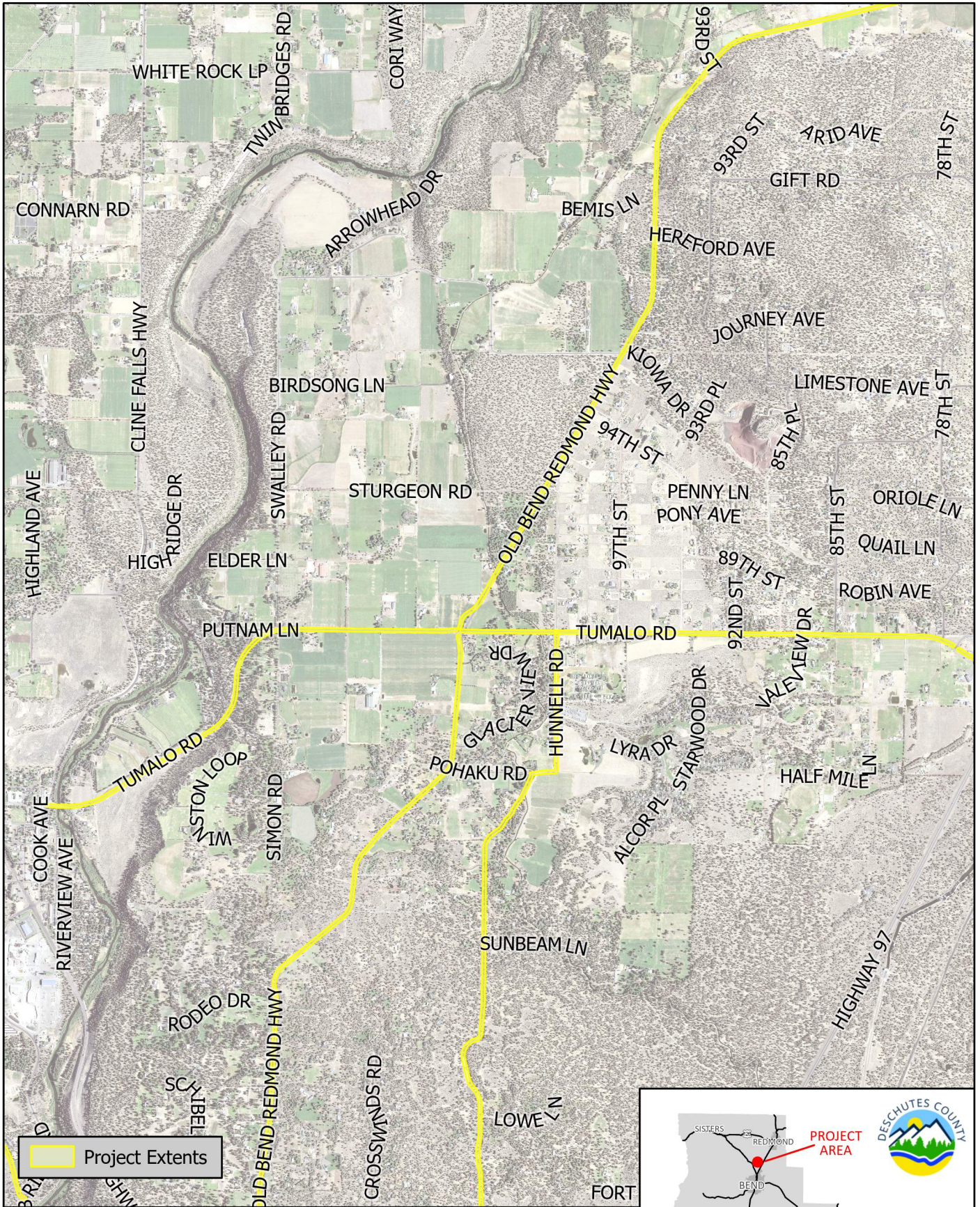
- Asphalt pavement rehabilitation via inlay/overlay
- Minor improvements – Striping and Delineation

FUNDING

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

SCHEDULE

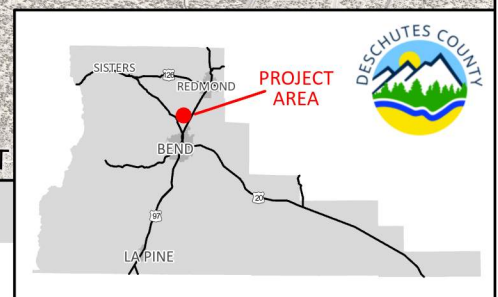
	<i>FY 2026</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2026

PAVEMENT PRESERVATION PROJECT

TUMALO 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 – 83 out of 100
- Functional Classification: Rural Collector
- ADT: 1,188 (2022)

SCOPE OF WORK

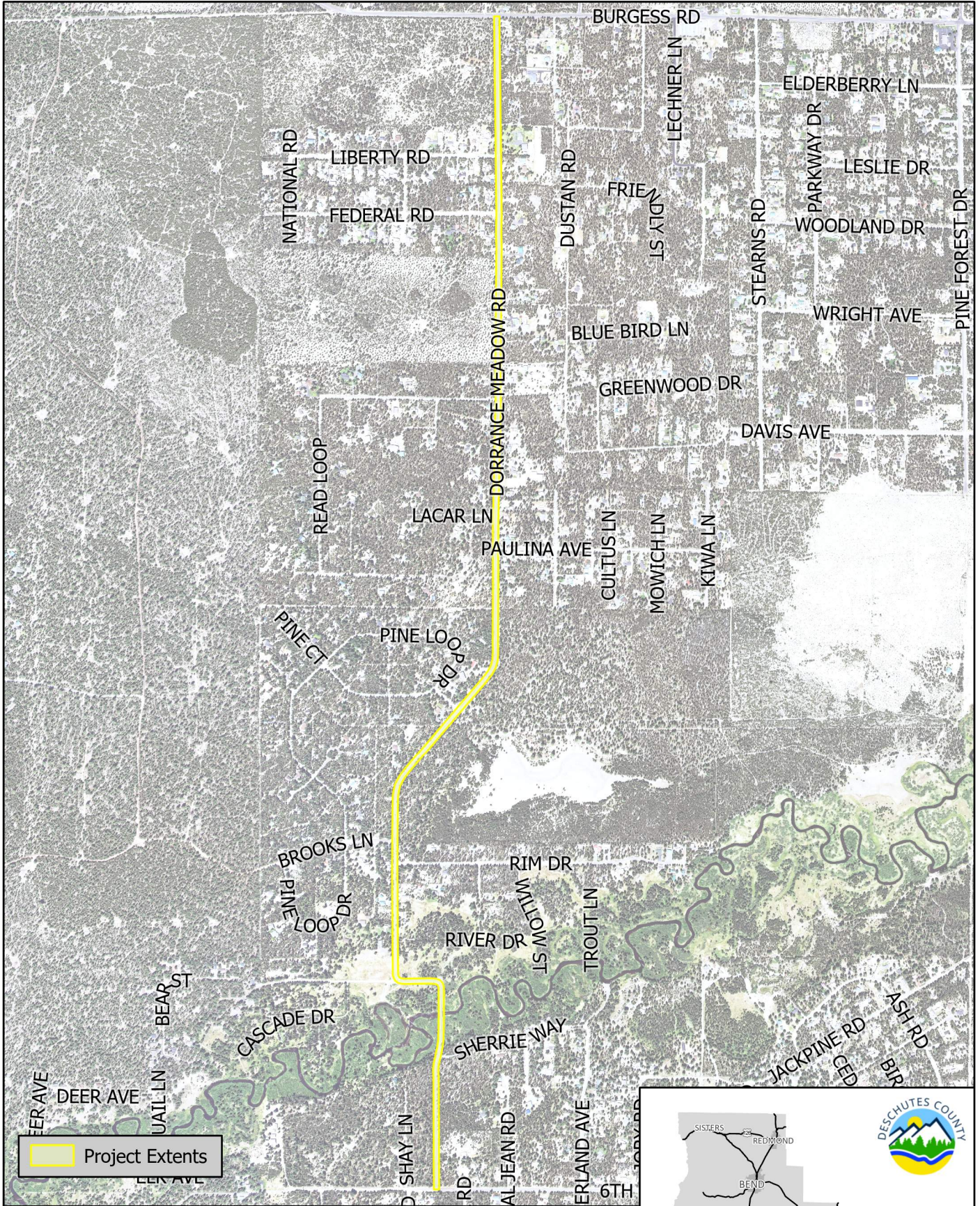
- Asphalt pavement rehabilitation via inlay/overlay
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2026</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	-	-
RIGHT OF WAY	-	-
CONSTRUCTION	\$1,420,000	\$1,420,000
TOTAL	\$1,420,000	\$1,420,000

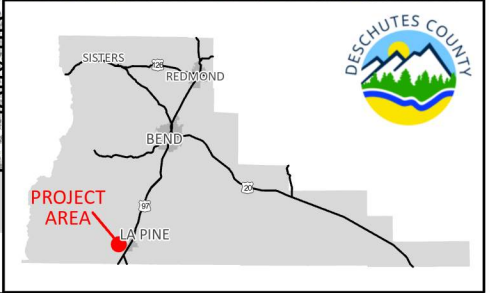
SCHEDULE

	<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
DORRANCE MEADOW RD



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 – 78 out of 100
- Functional Classification: Rural Collector
- ADT: 523 (2022)

SCOPE OF WORK

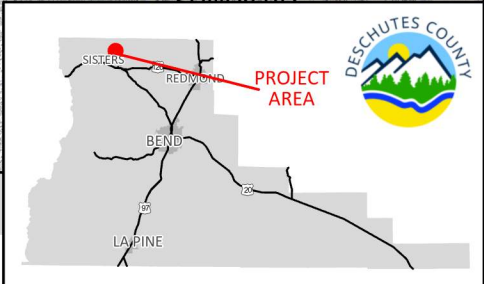
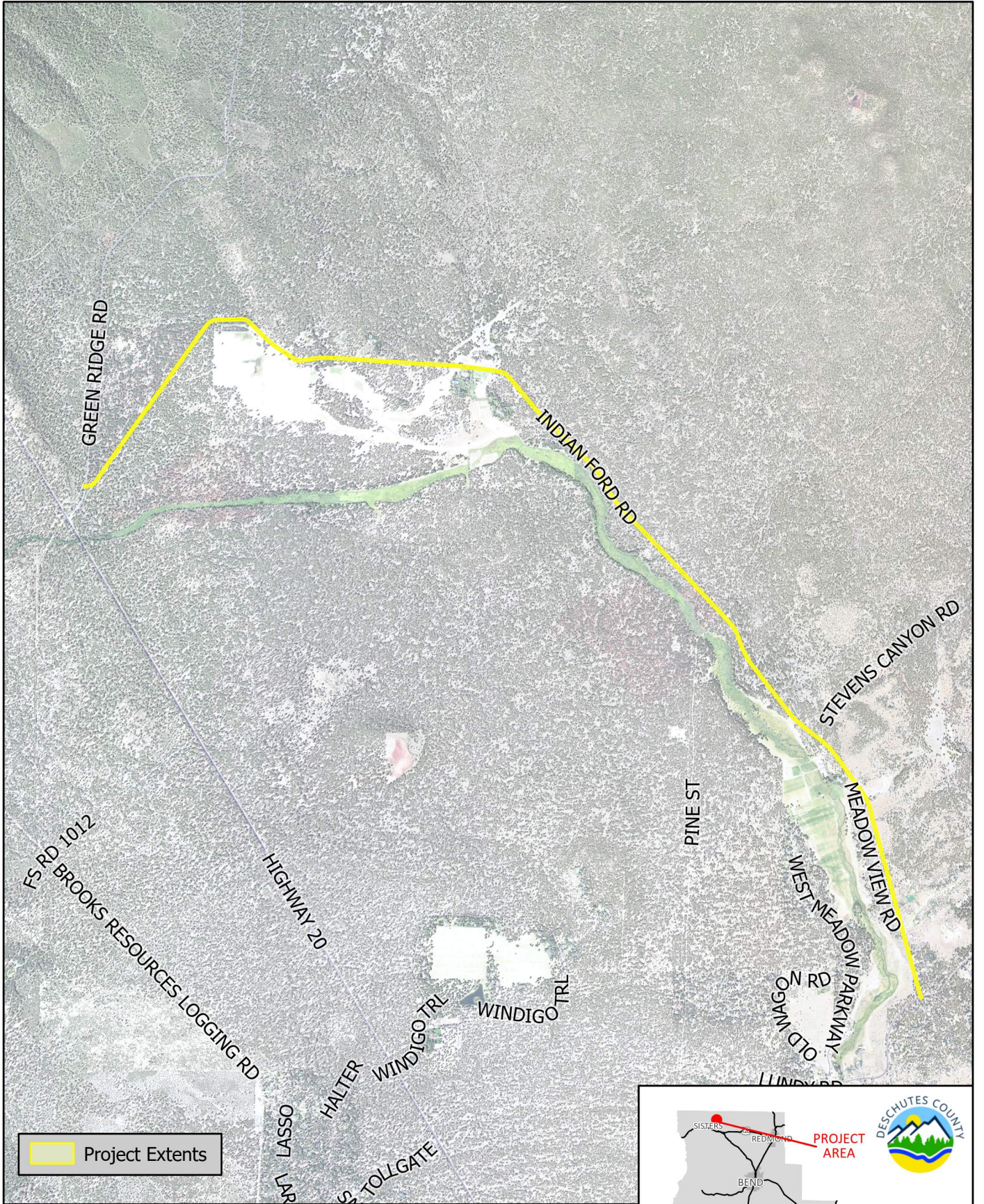
- Asphalt pavement rehabilitation via inlay/overlay
- Minor improvements – Striping and Delineation

FUNDING

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

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				



2027

PAVEMENT PRESERVATION PROJECT

INDIAN FORD RD

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

Third 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 – 73 to 79 out of 100
- Functional Classification: City Local (all streets)

SCOPE OF WORK

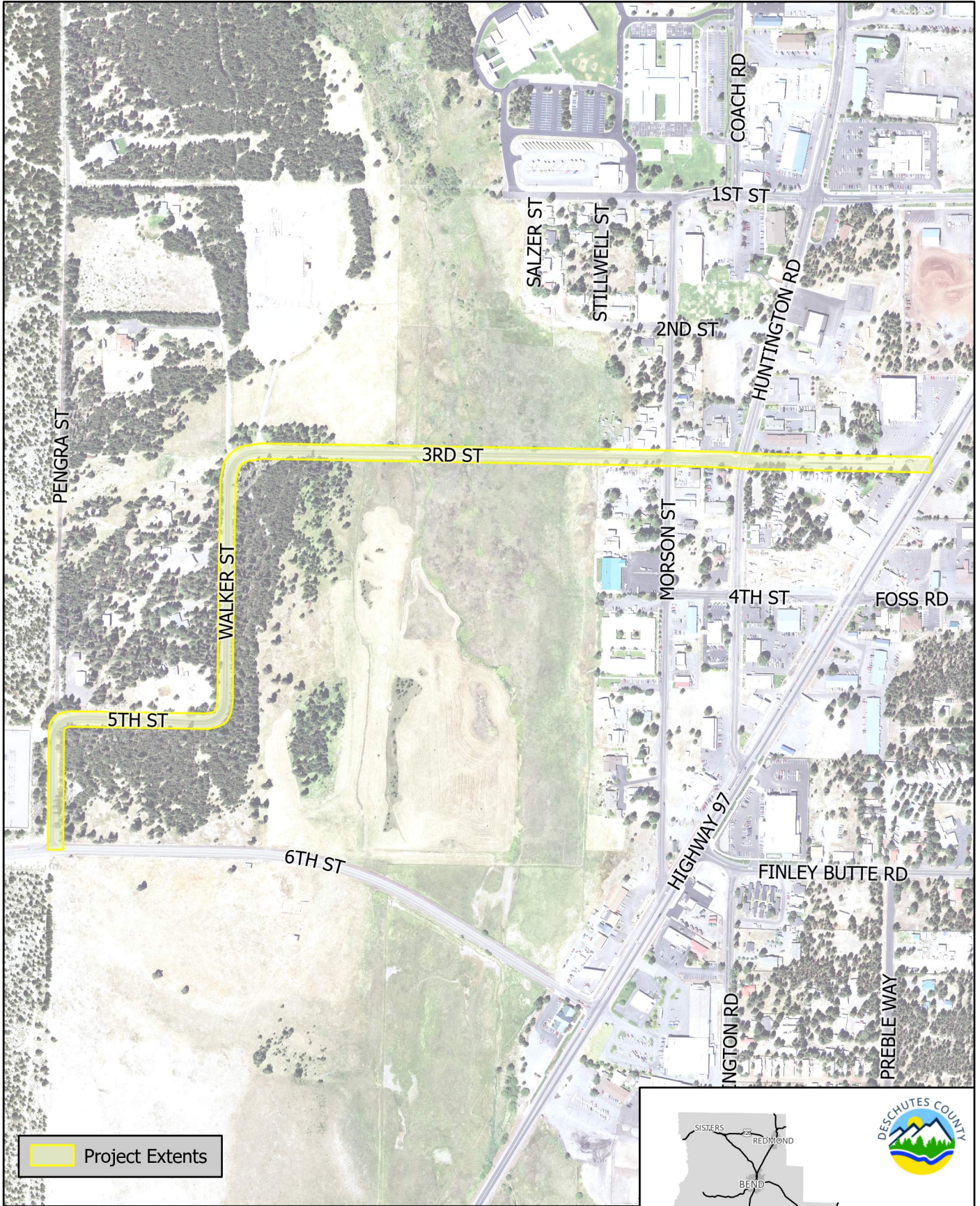
- Asphalt pavement rehabilitation via inlay/overlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation

FUNDING

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

SCHEDULE

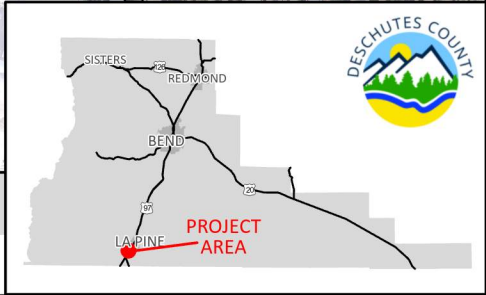
	<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



 Project Extents

2027

PAVEMENT PRESERVATION PROJECT
 3RD ST / WALKER ST / PENGRA ST / 5TH



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



- Project Justification: Pavement Condition Index (PCI) Rating – 84 out of 100
- Functional Classification: Rural Collector
- ADT: 1,372 (2022)

SCOPE OF WORK

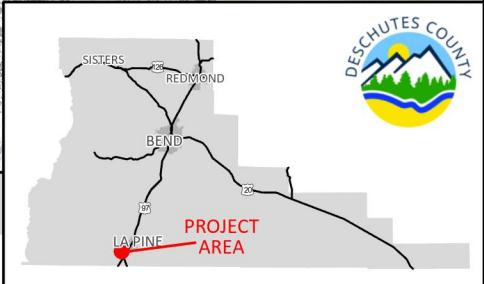
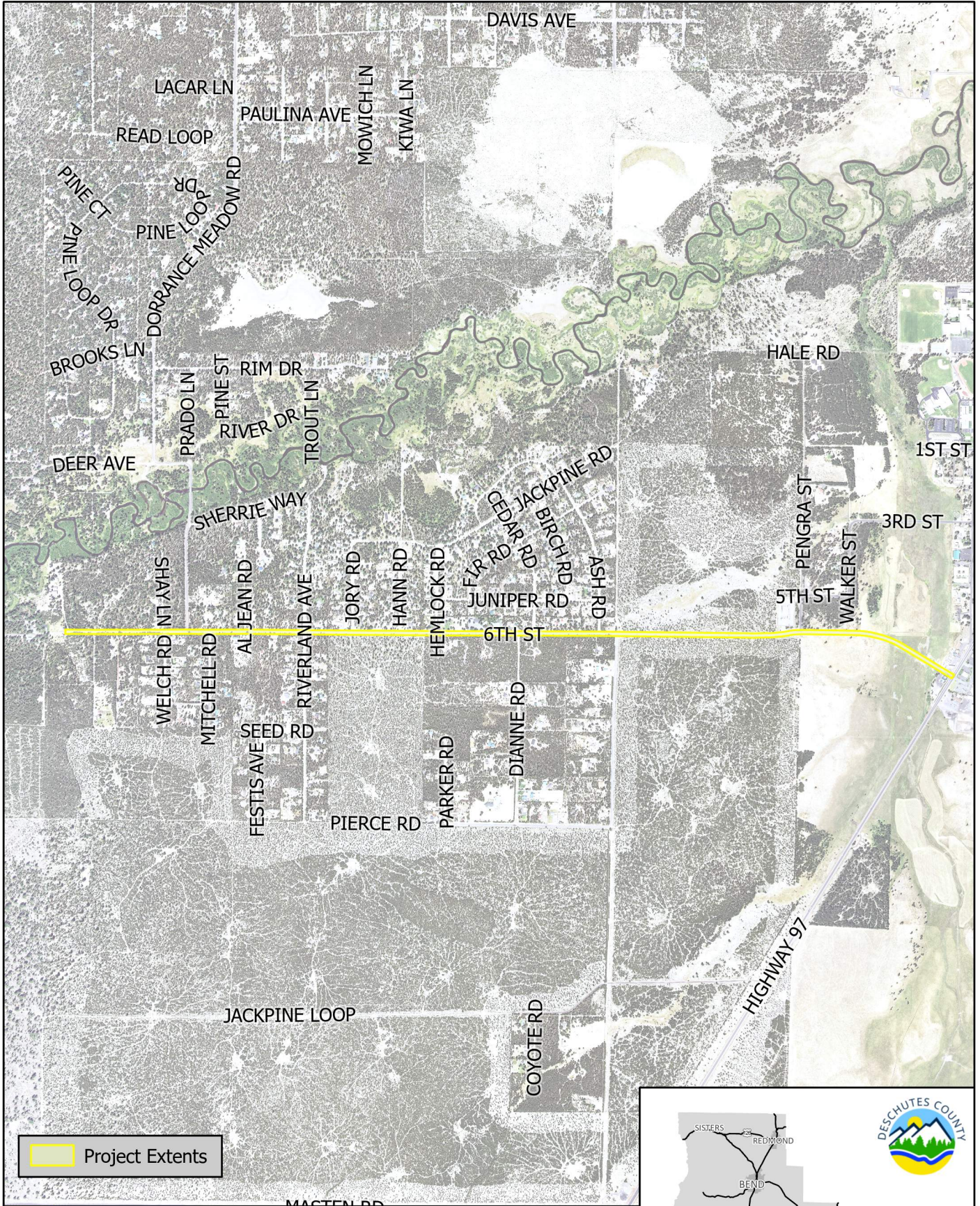
- Asphalt pavement rehabilitation via inlay/overlay
- Isolated full-depth pavement repair
- Minor improvements – Striping and Delineation

FUNDING

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

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				



2028

PAVEMENT PRESERVATION PROJECT

6TH ST (LA PINE)

**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 to 91 out of 100
- Functional Classification: Rural Collector
- ADT: 1,896 (2022)

SCOPE OF WORK

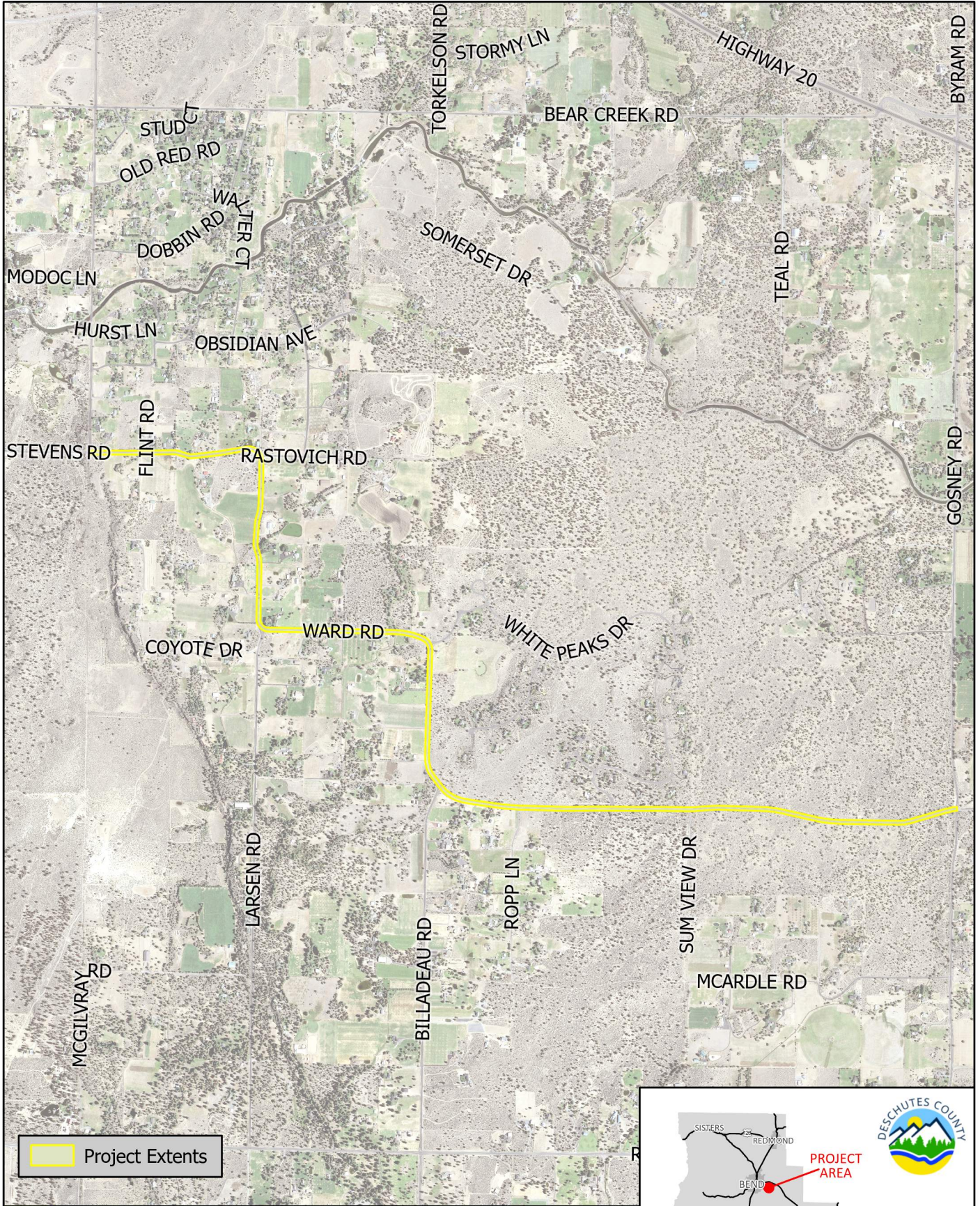
- Rehabilitation of existing pavement via overlay/inlay
- Minor improvements – Striping and Delineation

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
TOTAL	\$1,700,000	\$1,700,000

SCHEDULE

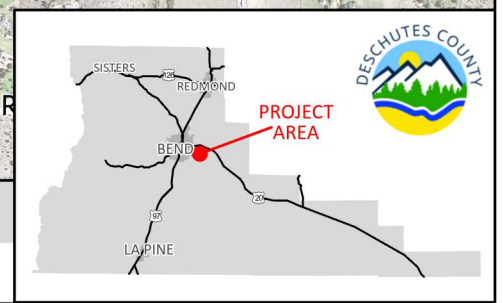
	<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2028

PAVEMENT PRESERVATION PROJECT

WARD RD: STEVENS RD TO GOSNEY RD



Local Road Pavement Preservation

Pavement preservation on local roads generally consists of slurry seals or asphalt concrete pavement overlays on local road networks in individual maintenance zones (Bend, Redmond, Sisters, and La Pine). Annual selection of local roads to receive pavement preservation work is determined based on the area-level pavement conditions contained in the Department’s pavement management system (PMS).



SCOPE OF WORK

- Contracted paving or sealing of local roads

FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<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.	DESCHUTES CO.	DESCHUTES CO.
TOTAL	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000

Smith Rock Way Bridge #15452 Repalcement

The Smith Rock Way Bridge is a timber bridge located east of Terrebonne that was constructed in 1971. The bridge is structurally deficient and load posted at 30 tons. The bridge and substructure are exhibiting signs of deterioration which warrants replacement.



Smith Rock Way is an east-west arterial roadway linking the communities east of Terrebonne to US 97. The route is frequently used by heavy trucks as a connection to Crook County due to length restrictions on the nearby OR 370.

- Project Justification: Bridge Sufficiency Rating – 76.9 out of 100
- Bridge Name: North Unit Canal (Smith Rock Rd) Bridge #17C02
- Road Name: Smith Rock Way
- Functional Classification: Rural Arterial
- ADT: 929 (2022)

SCOPE OF WORK

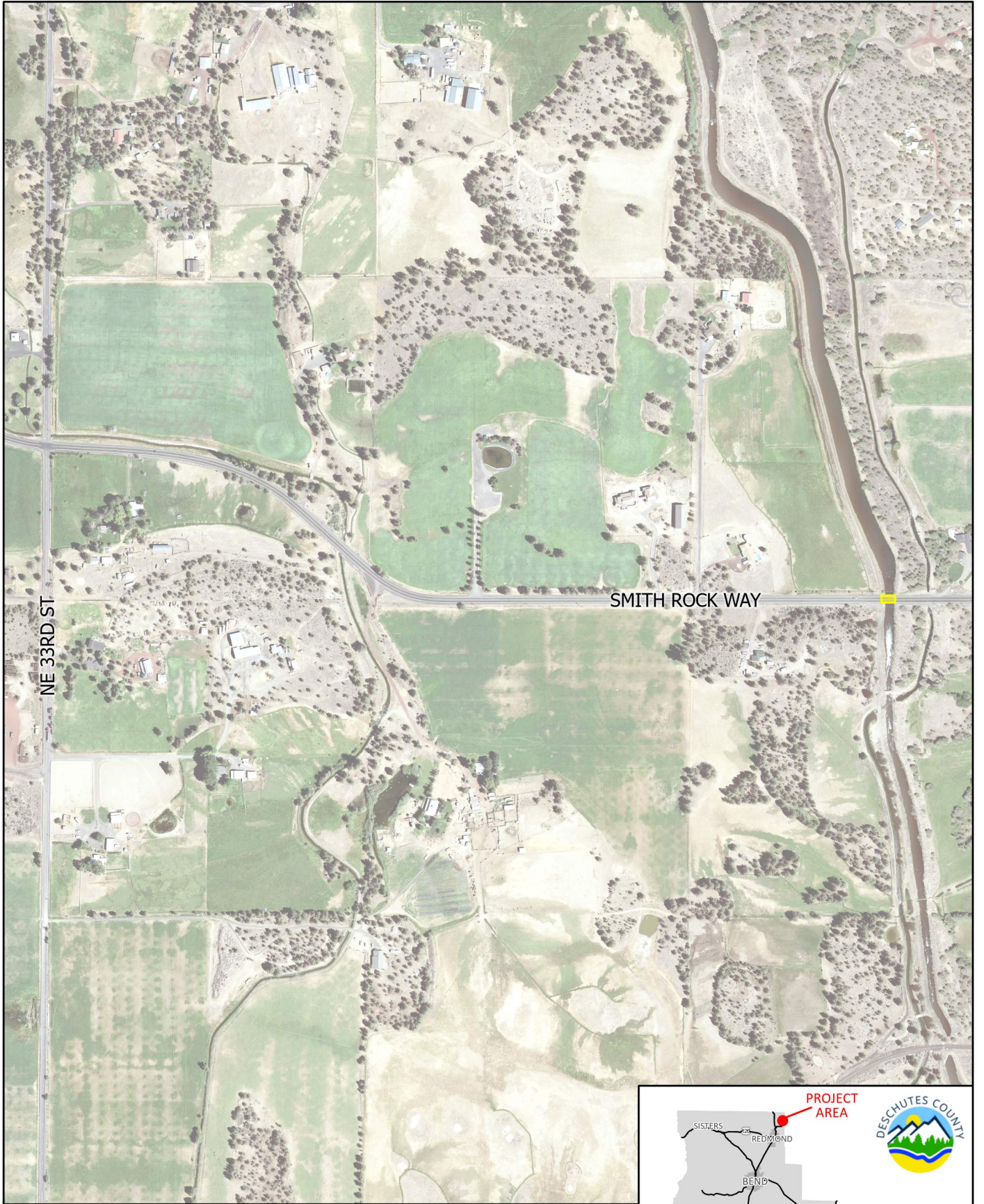
- Removal of the existing structure
- Construction of a single-span, precast, prestressed concrete slab structure
- Bridge approach paving
- Installation of bridge approach guardrail

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$256,699	-	\$256,699
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$1,417,429	\$1,417,429
TOTAL	\$256,699	\$1,417,429	\$1,674,128

SCHEDULE

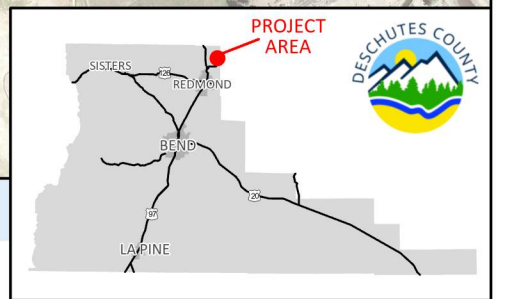
	<i>FY 2023</i>				<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2024

BRIDGE CONSTRUCTION PROJECT

SMITH ROCK WAY BRIDGE # 15452 REPLACEMENT



Gribbling Road Bridge #17C30
Repalcement

The Gribbling Road Bridge is a single-lane timber bridge located east of Bend that was constructed in 1958. The bridge is structurally deficient and scour critical. The bridge is load-posted at 5 tons.



Gribbling Road is an important local roadway connecting the communities southeast of Bend to US 20. The route also serves as secondary access to these communities for emergency services. Because of the width and load restriction of the bridge, Deschutes County Rural Fire Protection District #2 will not use the bridge, resulting in longer response times.

- Project Justification: Deschutes County TSP 2010 – 2030 (Low Priority)
ODOT Local Bridge Program
Bridge Sufficiency Rating – 17.0 out of 100
- Bridge Name: COID Canal (Gribbling Road) Bridge #17C02
- Road Name: Gribbling Rd
- Functional Classification: Rural Local
- ADT: 147 (2022)

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 2023</i>	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	ODOT LBP	ODOT LBP	ODOT LBP
PRELIM. ENGINEERING	\$267,106	-	\$267,106
RIGHT OF WAY	-	-	-
CONSTRUCTION	-	\$704,116	\$704,116
TOTAL	\$267,106	\$704,116	\$971,222

SCHEDULE

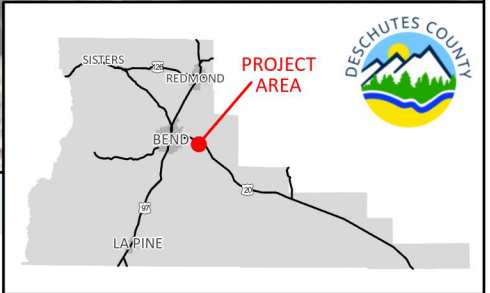
	<i>FY 2023</i>				<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2024

BRIDGE CONSTRUCTION PROJECT

GRIBBLING RD BRIDGE # 17C30 REPLACEMENT (ODOT LBP/SFLP)



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 1st 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.

- Bridge Name: Wilcox Ave Bridge # 02171-03 Wilcox Ave Bridge # 02171-04
- Bridge Sufficiency Rating: 90.5 out of 100 90.5 out of 100
- Road Name: NE Wilcox Ave NE Wilcox Ave
- Functional Classification: Rural Collector Rural Collector
- ADT: 1,346 (2022) 1,346 (2022)

SCOPE OF WORK

- Removal of existing timber structures
- Construction of a new paved roadway section
- Minor improvements – Striping and Delineation

FUNDING

	<i>FY 2024</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$60,000	\$60,000
RIGHT OF WAY	-	-
CONSTRUCTION	\$100,000	\$100,000
TOTAL	\$160,000	\$160,000

SCHEDULE

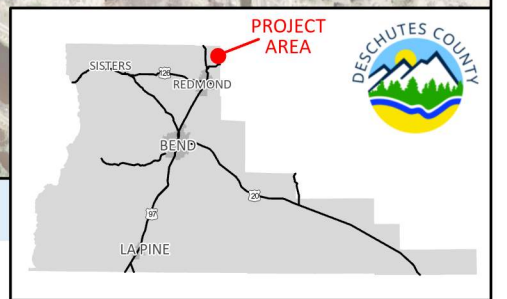
	<i>FY 2024</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING				
RIGHT OF WAY				
CONSTRUCTION				



2024

BRIDGE CONSTRUCTION PROJECT

WILCOX AVE BRIDGE # 2171-03 & 04 REMOVAL



Hamehook Road Bridge #17C32 Replacement

The Hamehook 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, Hamehook 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.

- Project Justification: Bridge Sufficiency Rating – 73.9 out of 100
- Bridge Name: North Unit Main Canal (Hamehook Road) Bridge #17C32
- Road Name: Hamehook Road
- Functional Classification: Rural Collector
- ADT: 3,564 (2022)

SCOPE OF WORK

- Construction of a temporary detour bridge
- Removal of the existing structure
- Construction of a single-span, precast, prestressed concrete slab structure
- Bridge approach paving
- Installation of bridge approach guardrail

FUNDING

	<i>FY 2023</i>	<i>FY 2024</i>	<i>FY 2025</i>	<i>TOTAL</i>
FUNDING SOURCE	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.	DESCHUTES CO.
PRELIM. ENGINEERING	\$40,000	\$230,000	-	\$270,000
RIGHT OF WAY	-	\$65,000	-	\$65,000
CONSTRUCTION	-	\$300,000	\$1,200,000	\$1,500,000
TOTAL	\$40,000	\$595,000	\$1,200,000	\$1,835,000

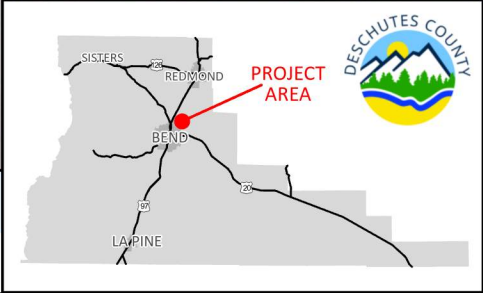
SCHEDULE

	<i>FY 2023</i>				<i>FY 2024</i>				<i>FY 2025</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												



2025

BRIDGE CONSTRUCTION PROJECT
HAMEHOOK RD BRIDGE # 17C32 REPLACEMENT



Local Access Road Bridges

Various Local Access Road Bridges exist in Deschutes County. Some are in disrepair and pose safety hazards to the travelling public and Emergency & Medical Services, and as such, are in need of replacement. Deschutes County Road Department is obligating funds for the replacement of these bridges to maintain safe and continuous access to rural communities constrained by waterways or other topographical features.



SCOPE OF WORK

- Evaluation of the existing bridge structures
- Maintenance or Removal & Replacement of bridge structures, as needed
- Paving of approaches
- Installation of approach guardrail

FUNDING

	<i>FY 2024</i>	<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.	DESCHUTES CO.
PRELIM. ENGINEERING	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
RIGHT OF WAY	-	-	-	-	-
CONSTRUCTION	\$100,000	\$200,000	\$200,000	\$200,000	\$700,000
TOTAL	\$150,000	\$250,000	\$250,000	\$250,000	\$900,000

SCHEDULE

	<i>FY 2024</i>				<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>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING	■	■			■	■			■	■			■	■		
RIGHT OF WAY																
CONSTRUCTION			■	■			■	■			■	■			■	■

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.

- Project Justification: Bridge Sufficiency Rating – 77.2 out of 100
- Bridge Name: South Century Dr over BNRR Bridge #16181
- Road Name: South Century Drive
- Functional Classification: Rural Arterial
- ADT: 8,435 (2022)

SCOPE OF WORK

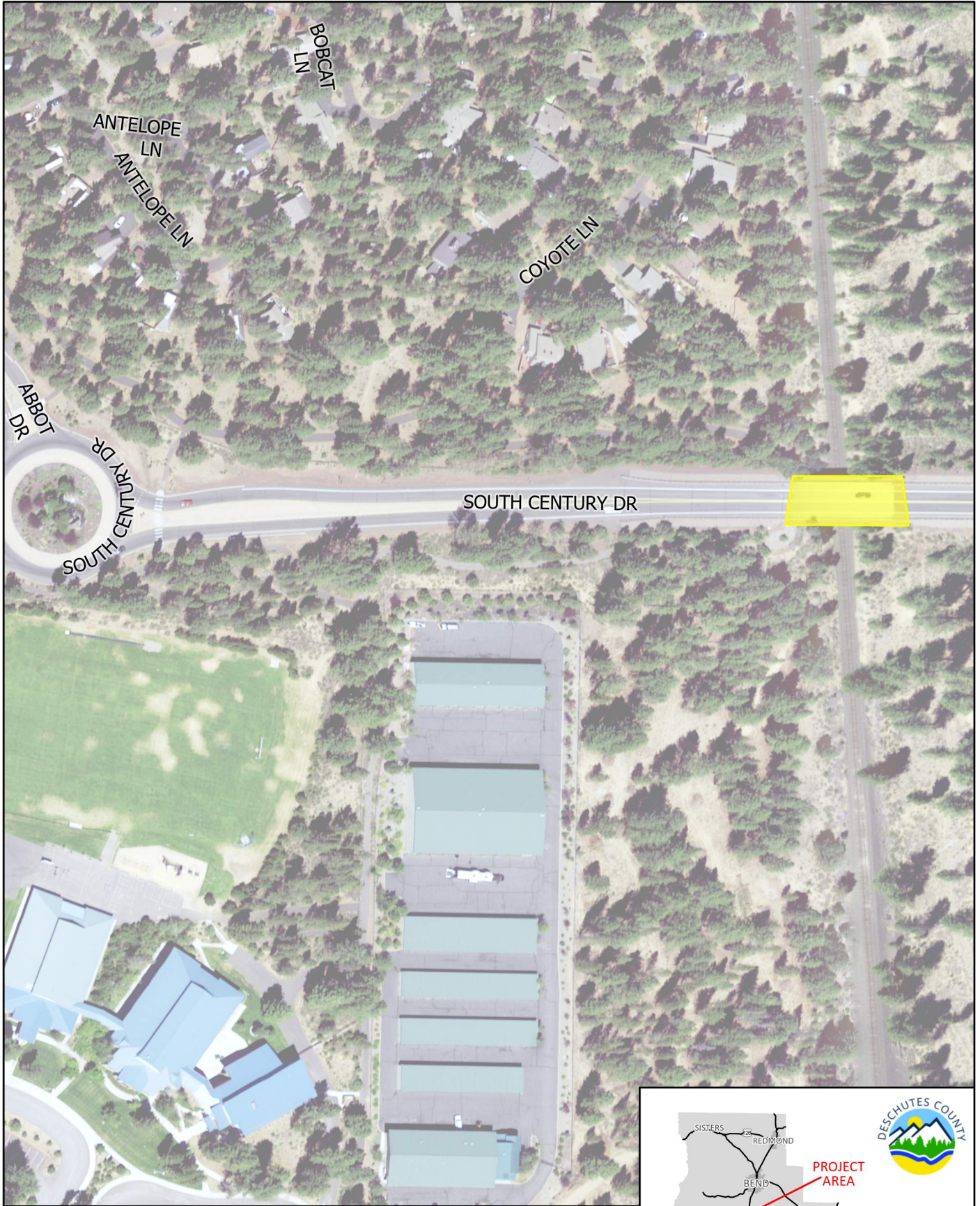
- Repair reinforced concrete bridge components
- Replace concrete bridge rail
- Replace bridge deck surfacing and install waterproofing membrane
- Upgrade bridge approach guardrail

FUNDING

	<i>FY 2025</i>	<i>FY 2026</i>	<i>FY 2027</i>	<i>TOTAL</i>
FUNDING SOURCE	ODOT LBP	ODOT LBP	ODOT LBP	ODOT LBP
PRELIM. ENGINEERING	\$100,000	\$410,000	-	\$510,000
RIGHT OF WAY	-	-	-	-
CONSTRUCTION	-	\$600,000	\$1,000,000	\$1,600,000
TOTAL	\$100,000	\$1,010,000	\$1,000,000	\$2,110,000

SCHEDULE

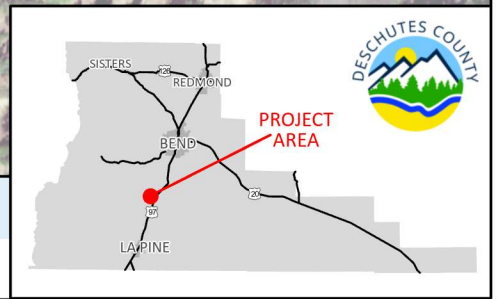
	<i>FY 2026</i>				<i>FY 2027</i>				<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



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.

- Project Justification: Bridge Sufficiency Rating – 51.8 out of 100
- Bridge Name: Deschutes River, Burgess Rd Bridge #09C783
- Road Name: Burgess Road
- Functional Classification: Forest Highway
- ADT: 136 (2022)

SCOPE OF WORK

- Removal of the existing structure
- Construction of a single-span, precast, prestressed concrete slab structure
- Bridge approach paving
- Installation of 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	\$100,000	\$315,000		\$415,000
RIGHT OF WAY	-	-	-	-
CONSTRUCTION	-	\$250,000	\$1,453,000	\$1,703,000
TOTAL	\$100,000	\$565,000	\$1,453,000	\$2,118,000

SCHEDULE

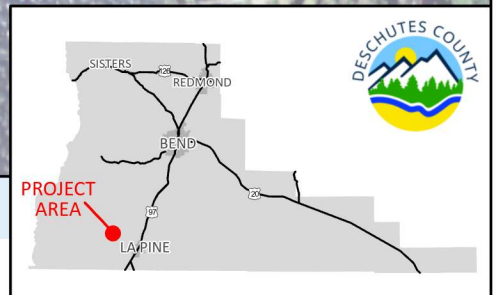
	<i>FY 2025</i>				<i>FY 2026</i>				<i>FY 2027</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING												
RIGHT OF WAY												
CONSTRUCTION												



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: Bridge Sufficiency Rating – 59.9 out of 100
- Bridge Name: Deschutes River, Spring River Rd Bridge #17923
- Road Name: Spring River Road
- Functional Classification: Rural Arterial
- ADT: 5,599 (2022)

SCOPE OF WORK

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

FUNDING

	<i>FY 2027</i>	<i>FY 2028</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
TOTAL	\$100,000	\$430,000	\$530,000

SCHEDULE

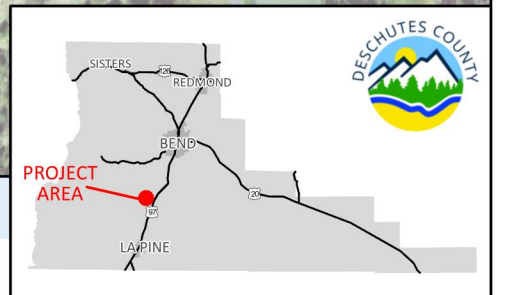
	<i>FY 2027</i>				<i>FY 2028</i>			
	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>	<i>QTR 1</i>	<i>QTR 2</i>	<i>QTR 3</i>	<i>QTR 4</i>
PRELIM. ENGINEERING								
RIGHT OF WAY								
CONSTRUCTION								



2028

BRIDGE CONSTRUCTION PROJECT

SPRING RIVER RD (HARPER) BRIDGE #17923 REHABILITATION



Signage Improvements

Annual signage improvements include systemic safety improvements on County road intersections and curves. Signage work includes installing new traffic control devices or upgrading existing traffic control devices in accordance with current State and Federal standards. Additionally, localized traffic control device improvements are sometimes warranted to address specific operational or safety needs.



SCOPE OF WORK

- Contracted installation of regulatory signs, warning signs, and other traffic control devices

FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<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.	DESCHUTES CO.	DESCHUTES CO.
TOTAL	\$150,000	\$150,000	\$100,000	\$100,000	\$100,000	\$600,000

Guardrail Improvements

Annual guardrail improvements include upgrading existing guardrail systems to current State and Federal standards and installing new guardrail systems at locations where warranted.



SCOPE OF WORK

- Contracted installation of guardrail systems

FUNDING

	<i>FY 2024</i>	<i>FY 2025</i>	<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.	DESCHUTES CO.	DESCHUTES CO.
TOTAL	\$150,000	\$150,000	\$100,000	\$100,000	\$100,000	\$600,000



Sunriver Service District

541-593-8622
ssdadmin@sunriversd.org
57475 Abbot Dr, Sunriver
PO Box 2108, Sunriver, OR 97707



Mission Statement

Protecting life and property, fostering a sense of safety and security in the Sunriver community

District Overview

The Sunriver Service District was established in 2002 to oversee the Sunriver Fire and Police Departments for the unincorporated resort community in Deschutes County. The District provides Police, Fire, and EMS to the community and surrounding areas under the laws of the State of Oregon and a management agreement with Deschutes County. The District Managing Board meets monthly to conduct business, ensuring professional delivery of public safety services to the community of Sunriver.

A seven-member Board oversees the budget, sets policy for the District, and is responsible for hiring the Police and Fire Chiefs, and a Board Administrator, to manage day-to-day operations. The Board is also responsible for negotiating labor contracts for both departments.

Fiscal Year 2022/23 Summary

The Sunriver Police and Fire Departments continue to focus on public safety, emergency preparedness, and community engagement. Collaborators in Sunriver are separate, private entities that come together under the leadership of the District to be ready in case of an emergency. Partners, both internal and external, including Deschutes County Emergency Management, Sunriver Resort, Sunriver Homeowner's Association (SROA), Sunriver Village, U.S. Forest Service, Project Wildfire, ODOT and others, are important entities to include in this collaboration. Wildfires or railway incidents are the greatest threat to the community. Comprehensive messaging is done in partnership with SROA to ensure residents and guests are prepared in the event of an emergency. An emergency operations drill is held annually to test the resources and cooperation of these entities.

Chief Cory Darling retired from the Sunriver Police Department in August of 2022. The Board appointed Mike Womer as chief, who has over 28 years of experience in law enforcement and began with the Sunriver Police Department in January 2014. He has worked his way through the chain of command as an Officer, Acting in Capacity (AIC) Sergeant, and most recently as Lieutenant. Police Chief Womer will be retiring in December of 2023 and the District will start an active search for replacement this fall.

Chief Tim Moor retired from the Sunriver Fire Department in April of 2023. The Board appointed Deputy Chief Rod Bjorvik as interim chief. Sunriver is actively interviewing for a full-time fire chief and expects to make a selection before the end of the fiscal year. Interim Chief Rod Bjorvik has worked for the District for over 20 years and provides expertise in wildland firefighting.

The Board also appointed Mindy Holliday as the District Administrator, replacing the retired Debbie Baker. Administrator Holliday has worked her way through the organization, starting out part time as an office assistant and then the Sunriver Fire Department Administrative Assistant before becoming Board Administrator.

Police Chief Womer and interim Fire Chief Bjorvik both work diligently to provide professional public safety through community outreach and connection opportunities. The volume of visitors to Sunriver continued to be strong throughout the year, with estimates of 200,000 visitors to Sunriver during this fiscal year.

The Sunriver Police, in conjunction with SROA, continues to utilize a rental registry (non-mandatory) and established new rules outlining expected behavior for Sunriver guests. The registry gives Sunriver Police contact information for homeowners and rental agencies on an individual home basis. This gave officers the ability to inform rental agencies and non-resident homeowners about problems at their residence before it is designated a “nuisance property” and fined by SROA. The program has been a great success, as many issues are being resolved before the home is designated as a nuisance property. The Police additionally have implemented a drone program to help with public safety and search and rescue operations. In this last year, the District has executed additional supervision on each shift by developing a corporal position that will pull from current patrol staff. The department has applied for a federal grant to equip patrol cars with dash cameras to support the existing body cameras. The Sunriver Police Department was reaccredited by the Oregon Accreditation Alliance.

The Sunriver Bike Patrol program was reimagined in 2022. To recruit members the minimum age requirement was lowered to sixteen years old. Subsequently, the program was restructured to both provide outstanding customer service on the bike paths and provide members with a cadet-like experience they could build upon if they pursued public safety careers. Bike Patrol applicants took trips to the Firearms Range and Deschutes County 9-1-1 amongst other training to expose them to law enforcement. As the program progresses, an emphasis on recruiting at local high school and college campuses will continue.

In 2022, Sunriver firefighters participated in 2,147 hours of training. These hours represented an average training of 143 hours per employee. In addition, department officers completed Blue Card ICS training and certification, and career staff completed a 16-hour Basic Water First Responder course.

In FY 22/23 the Board approved funding for an additional Firefighter/Paramedic. Sunriver Fire Department uses a three-platoon system, and there were not enough FTE’s to provide equal staff on each shift. Therefore, when someone was sick or on vacation the department used overtime to fill the vacancy. This additional Firefighter/Paramedic will balance out the three shifts and provide for efficiencies and cost savings.

In 2022, the District began a funding campaign for the construction of a new Public Safety Facility to house both the Sunriver Police and Fire departments. An architectural firm was hired, and a new building concept was developed by police and fire personnel, administrative staff, members of the community, and the District Board. The District selected a construction firm and is currently in the permitting phase. The goal is to break ground in June 2023 with completion by the end of 2024. The cost of the new facility will not exceed \$18 million. The Deschutes County Commissioners unanimously granted the District \$8 million in funds from the Deschutes County unallocated transient room tax (TRT) fund. The District also contributed \$3 million from its existing operating fund working capital (Fund 715). Lastly, the District received overwhelming support and approval from Sunriver registered voters on May 17, 2022 to fund a 10-year Capital Improvement Levy. This levy will repay a \$7 million, 10-year commercial bank loan for construction. As a partner in the process, SROA sold the fire station building to the District for \$1. SROA will continue to hold

ownership of the land occupied by the Public Safety Building as a 99-year lease, in which the District pays a yearly amount of \$40,000 for use of the property.

The Public Safety Building Task Force was instrumental in the success of this funding campaign, and included 10 Sunriver volunteer community members: Bill Hepburn, John Ralston, Dennis Dishaw, Ron Schmid, Jim Fister, John Salzer, Doug Seator, Harry Hamilton, Peter Martell, and Clark Pederson. These volunteers are a combination of SSD Board members, SROA Board members, and other stakeholders in Sunriver and the surrounding area. Over the course of the last two years this group met regularly to see a new Public Service Building come to fruition. Each of the 10 volunteers divided up tasks that met each of their strengths, and devoted countless hours to make this vision a reality. To acknowledge this work, the Task Force was bestowed the 2023 Special District Association of Oregon (SDAO) Volunteers of the Year Award.

Outlook for the Year Ahead

The Sunriver Service District remains financially strong. The working capital for the District's Operating Fund (715) began the year at \$6.2 million, prior to the \$3 million contribution to the Public Safety Building Fund (717). During FY22/23, \$325,000 was transferred from the operating working capital (Fund 715) to the capital reserves (Fund 716). The District is on a three-year reserve study cycle, which is set to be concluded in the summer of 2023. The proposed budget for FY23-24 continues to fund the capital reserves on the existing schedule, and the District is not planning to raise the existing millage rate. However, the District is nearing a net loss in working capital and the Board expects it will have to raise rates in the next few years to address rising costs compared to limited revenue growth. For comparison, costs are rising at 8% due to increased salary and benefits, and the property tax revenue typically grows just above 3%.

District personnel and the Board have been heavily involved in the construction of the new Public Safety Facility. This would house both the Sunriver Police and Fire Departments in one building, by remodeling and adding on to the current fire station. The Board hired a project manager, design team, and general contractor in the fall of 2022. This group has and continues to meet regularly to establish budget, construction phasing and needs, problem solve and mitigate potential issues, and move the process from schematic design to design development. Through careful planning and negotiations, the construction schedule will allow fire/paramedic personnel and equipment to remain on site during the construction phase. This provides significant savings in relocation costs. Police services will experience only minor disruption as they are currently located in a separate facility and will move into the new building upon completion. Construction costs continue to rise and the need to maintain and on-time and on-budget project remains paramount, which requires significant attention from the Board and senior personnel.

Tourism in Sunriver is anticipated to remain strong in FY23/24, resulting in challenges to provide public safety to the community during peak months. There are approximately 1,700 full-time residents, and the population can swell to 20,000+ during peak vacation times. It is expected the summer of 2023 will be as busy as last year.

Police and Fire in Sunriver regularly respond outside of the identified Service District bounds given the mutual aid and auto aid commitments. With the strain on south Deschutes County resources, due to rising costs and the increasing population, the District is providing greater support. This has pushed the need for greater supervision, such as the newly approved Sunriver Police corporal positions, and results in additional cost increases to the District.

Sunriver Service District Operating Fund (Fund 715)

	Actual		Budgeted	PROP. BUDGET	2023-24 Budget vs 2022-23 Budget	
	2020-21	2021-22	2022-23	2023-24	Amount - \$	% Change
	(000s)	(000s)	(000s)	(000s)	(000s)	
Property Taxes	\$ 5,151	\$ 5,309	\$ 5,523	\$ 5,703	\$ 180	3%
Net Ambulance/GEMT	211	214	243	280	37	15%
Interest Income	57	37	40	100	60	150%
All other	460	122	161	170	10	6%
Total Revenue	\$ 5,878	\$ 5,683	\$ 5,967	\$ 6,253	\$ 286	5%
Personnel Costs	\$ 4,077	\$ 4,071	\$ 4,687	\$ 5,036	\$ 349	7%
Materials & Services	754	848	876	900	24	3%
Transfers to Reserves	339	1,500	325	335	10	3%
Total Expenditures	\$ 5,169	\$ 6,419	\$ 5,888	\$ 6,271	\$ 383	7%
Net Operating Income	\$ 709	\$ (737)	\$ 78	\$ (18)	\$ (97)	
Contingency			75	75	-	
Increase (Decrease) in WC	\$ 709	\$ (737)	\$ 3	\$ (93)	\$ (97)	
Ending Net Working Capital	<u>\$ 6,921</u>	<u>\$ 6,185</u>	<u>\$ 6,241</u>	<u>\$ 3,620</u>		

The Operating Fund (Fund 715) is used to support the District's day-to-day operations. Fund 715's main source of revenue is property taxes. The District has maintained the same tax rate of \$3.31 per \$1,000 tax assessed valuation since 2010 and will continue the same rate in FY23/24. The maximum allowed rate is \$3.45 per \$1,000 of tax assessed valuation for all Sunriver properties. The remainder of the District's revenue is generated from medical/ambulance charges, court fines, fees, and interest earnings.

Sunriver Service District Reserve Fund (Fund 716)

Account Number	Account Description	Actual FY 20-21	Actual FY 21-22	FY 22-23			FY 23-24
				Budget FY 22-23	Actual YTD 1/31/2023	Year End Proj Amount	Requested FY 23-24
		Linked to Data					
716-0000-301-0000	Beg Net Working Capital	910,209	1,079,676	2,403,879	2,429,581	2,429,581	2,586,267
716-0000-381-1100	INTEREST INCOME-RSVE	6,205	12,677	10,000	34,796	69,592	75,000
716-0000-392-1200	PROCEEDS F/A DISPOSITION	10,000	0	24,000	0	0	10,000
				0	0		
REVENUES		16,205	12,677	34,000	34,796	69,592	85,000
716-0000-391-5000	SSD Fund 715	338,750	1,500,000	325,000	0	325,000	334,750
TRANSFERS IN		338,750	1,500,000	325,000	0	325,000	334,750
TOTAL RESOURCES		1,265,163	2,592,354	2,762,879	2,464,377	2,824,173	3,006,017
TOTAL REQUIREMENTS		1,095,696	1,242,449	2,617,132	2,458,404	2,667,488	2,841,367
NET CHANGE IN WORKING CAPITAL		169,468	1,349,905	145,747	5,974	156,686	164,650
ENDING WORKING CAPITAL		1,079,676	2,429,581	2,549,626	2,435,555	2,586,267	2,750,917

The Reserve Fund (Fund 716) is used to support capital asset replacement and new acquisitions, such as vehicles, operating equipment, and facility assets with a lifetime of more than 3 years but less than 30-years. The District will conduct a reserve analysis in FY23/24 to assess if this fund is adequate to meet the District’s future needs, based entirely on replacing existing assets when they reached their expected end-of-life.

Sunriver Public Safety Facility Fund (Fund 717)

Account Number	Account Description	Actual FY 21-22	FY 22-23			FY 23-24
			Budget FY 22-23	Actual YTD 1/31/2023	Year End Proj Amount	Requested FY 23-24
	Tax Rate/\$1000 Assessed Value					\$0.47
	Assessed Value - from 715 workbook					1,762,109,050
	Actual/Assumed Collection Rate					97%
717-0000-301-0000	Beg Net Working Capital	0	6,970,000	6,972,769	6,972,769	9,203,325
717-0000-311-1200	Deschutes County TRT Funds	0	4,000,000	4,000,000	4,000,000	2,000,000
717-0000-311-1300	Bank Loan	6,970,000	0	0	0	0
717-0000-311-1400	Levy Proceeds	0	799,018	723,994	800,000	803,346
717-0000-361-1100	Interest Earned	2,769	110,000	174,845	375,000	200,000
					0	
REVENUES		6,972,769	4,909,018	4,898,639	5,175,000	3,003,346
717-0000-301-5000	TRANSFERS IN REVENUE	0	0	3,000,000	3,000,000	
TRANSFERS IN		0	0	3,000,000	3,000,000	0
TOTAL RESOURCES (Current period)		6,972,769	4,909,018	7,898,639	8,175,000	3,003,346
TOTAL REQUIREMENTS (Current period)		30,000	6,444,444	688,086	5,944,444	12,161,164
NET CHANGE IN WORKING CAPITAL		6,942,769	(1,535,426)	7,210,553	2,230,556	(9,157,818)
ENDING WORKING CAPITAL		6,942,769	5,434,574	14,183,321	9,203,325	45,506

The Public Safety Building Fund (Fund 717) was created to track all revenue and expenses associated with the design, construction, and outfitting of the new Sunriver Public Safety Building. Construction activity will continue in FY23/24, with completion expected in Fall 2024.

**Black Butte Ranch Police Department Special District
FY 2023 Proposed Budget**

	2019-2020	2020-2021	2021-2022	2021-2022	2022-2023
	Actual	Actual	Budget	Estimates	Proposed
Resources					
Beginning Net Capital	1,190,648	1,345,408	1,364,162	1,444,680	1,450,221
Prop Tax Collect					
98 - BBR CSD@1.049	1,079,469	697,921	724,895	729,206	751,083
99 - BBR CSD Loc Opt @\$\$.65	-	432,088	448,788	451,457	465,001
Prior Year Tax Collections	20,445	12,000	12,000	12,000	12,000
LGIP Interest	26,613	10,107	11,000	9,500	10,000
Misc Income	41,549	46,237	30,000	30,000	30,000
BBR Corporation Contract	12,000	12,000	12,000	12,000	12,000
BBR Association Contract	1,200	1,200	1,200	1,200	1,200
Total Revenue	2,371,924	2,556,961	2,604,045	2,690,044	2,731,505
Personnel Services					
Police Chief (1 FTE)	94,165	97,508	103,500	99,568	108,675
Police Sergeant (1 FTE in 22)	153,551	157,420	170,500	139,103	84,808
Patrol Officer (5 FTE in 22)	207,421	187,995	234,500	255,072	325,537
CSO (1 PTE)	-	-	-	-	9,600
PTO Payoff	14,447	25,982	36,000	29,559	36,000
Certification pay	5,306	6,675	7,200	5,400	9,000
Firearm Instructor	900	938	900	900	1,800
Longevity	3,130	3,640	3,840	1,293	4,800
Overtime	11,831	4,236	25,000	4,867	25,000
Admin Assist	-	-	25,000	-	-
Admin Manager	57,340	63,775	69,000	78,503	68,711
Health Insurance	142,909	172,430	228,000	168,048	250,800
Medicare	7,926	7,850	9,800	8,839	10,290
Social Security	3,360	170	3,000	3,576	2,000
Pers Employeer	86,197	124,050	125,000	116,584	150,000
Pers Employee 6%	26,976	40,527	25,000	31,027	41,000
SUTA1	626	541	700	609	735
Workers Comp	10,960	6,202	12,000	4,033	12,000
WBF	182	168	-	184	190
Guest Instructors	-	-	-	-	500
Total Personnel	827,227	900,107	1,078,940	947,164	1,141,446
M&S					
Contract	35,881	34,478	40,000	40,000	42,000
Bank Fees	7	1	-	55	-
Advertising	746	200	2,000	1,293	2,000
Meeting Supplies	845	698	2,500	1,159	2,500

**Black Butte Ranch Police Department Special District
FY 2023 Proposed Budget**

	2019-2020	2020-2021	2021-2022	2021-2022	2022-2023
	Actual	Actual	Budget	Estimates	Proposed
Subscriptions	16,663	17,679	17,000	17,000	17,000
Office and Copier	13,974	11,626	15,000	15,000	15,000
Ammunition/Range	-	1,345	2,500	2,569	2,500
Telephone	8,887	9,313	10,000	9,053	10,000
Equipment (Non-Office)	480	1,222	5,000	1,047	5,000
Minor Tools and Equip	23,830	10,419	10,000	9,636	10,000
Insurance Premiums	20,151	21,193	25,000	25,000	25,000
Travel/Milage	482	546	2,000	500	2,000
Vehicle R&M	11,765	11,727	13,000	13,000	13,000
Gas/Diesel/Oil	11,143	8,648	14,000	16,145	19,000
Building Rental	56,016	61,143	62,500	62,500	62,500
Auditing/Account Services	6,687	7,108	10,000	10,000	10,000
Legal	1,753	2,736	12,000	12,000	12,000
Education and Training	2,965	6,103	8,000	8,221	8,000
Uniforms	7,491	5,989	10,000	4,856	10,000
Misc	-	-	-	3,624	3,000
Total M&S	219,766	212,174	260,500	252,659	270,500
Capitol Equipment					
Automobiles and SUVs	-	-	40,000	30,000	70,000
Operating Equipment	-	-	15,000	10,000	25,000
Total Capital	-	-	55,000	40,000	95,000
General Operating Contingency	-	-	350,000	-	497,292
Unappropriated Ending Fund Balance	-	-	859,605	-	727,267
Total Revenue	2,371,924	2,556,961	2,604,045	2,690,044	2,731,505
Total Expenditures	1,046,993	1,112,281	2,604,045	1,239,823	2,731,505
Fund Balance	1,324,931	1,444,680	-	1,450,221	-