

Presentation given to Budget
Committee & Council in 2022



Kirk Avenue



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2002

The City approached Linn County about the possibility of taking ownership of Kirk Avenue with the purpose of making major upgrades to the road surface.





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2004-2005

The City applies to the State of Oregon for State Transportation Improvement Plan (STIP) for the Gateway Project to make aesthetic changes to the business corridor along OR 228 and Main Street from the bridge south.





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2004-2005 (Continued)

Scope of Work included adding brick signage, matching downtown street lightings, adding traffic calming devices and installing some storm drainage.





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2006

The City was awarded STIP funding. The State of Oregon placed the project on the State list for completion in 2010. Linn County Road Department would be completing the engineering for the project as part of their certification process through the State of Oregon.





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2008

The City was working on the Wastewater Improvements Project that was over \$8M in upgrades to the City's two wastewater treatment plants and to nearly half of the City's sanitary collection lines.





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2008

The City requested the funding agency, the United States Department of Agriculture (USDA), to include a new pavement overlay for Kirk Avenue due to the installation of the sanitary collection lines. USDA refused.





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2009

Linn County Road Department completed the engineering phase of the project with no input from City Staff. Late in 2009 the project was put out for bid. The City attempted to make suggestion on the signage and the storm drainage but neither request was added.





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2010

The State of Oregon held a massive pre-construction meeting in February with all effected parties and stakeholders.





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2010

Construction began in late May and finished in October. A major aesthetic transformation took place and the huge puddle of standing water that used to plague the intersection of Main Street and OR 228 was eliminated.

Street lights were installed and extended south of the bridge out along OR 228 and street trees were planted in the same areas. A safety fence was included south of the bridge as well.





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2010

Linn County Road Master Darrin Lane and Linn County Engineer Chuck Knoll met with City Staff to review possible improvements to Kirk Avenue. Linn County provided a comprehensive estimate. The County estimated that the project from Main Street to Hunter Street would be \$2.2M.





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2011

Linn County Road Master Darrin Lane indicated to the City that they were no longer interested in pursuing the project. The scope of work was too much to financially undertake with other pressing County priorities.





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2011

Council recognized that the City did not have the funds to take on such a massive project.





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2011-2015

Council continued to hear concerns about the condition of Kirk Avenue and speeding. Council and Staff embarked on uniting law enforcement contract cities to get better results for traffic enforcement issues.





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2015
Linn County embarked on creating a Countywide
transportation plan.



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Darrin Lane

Kirk Avenue

**Main Street to Hunter Street
3,100 feet +/-**

Project Scope:

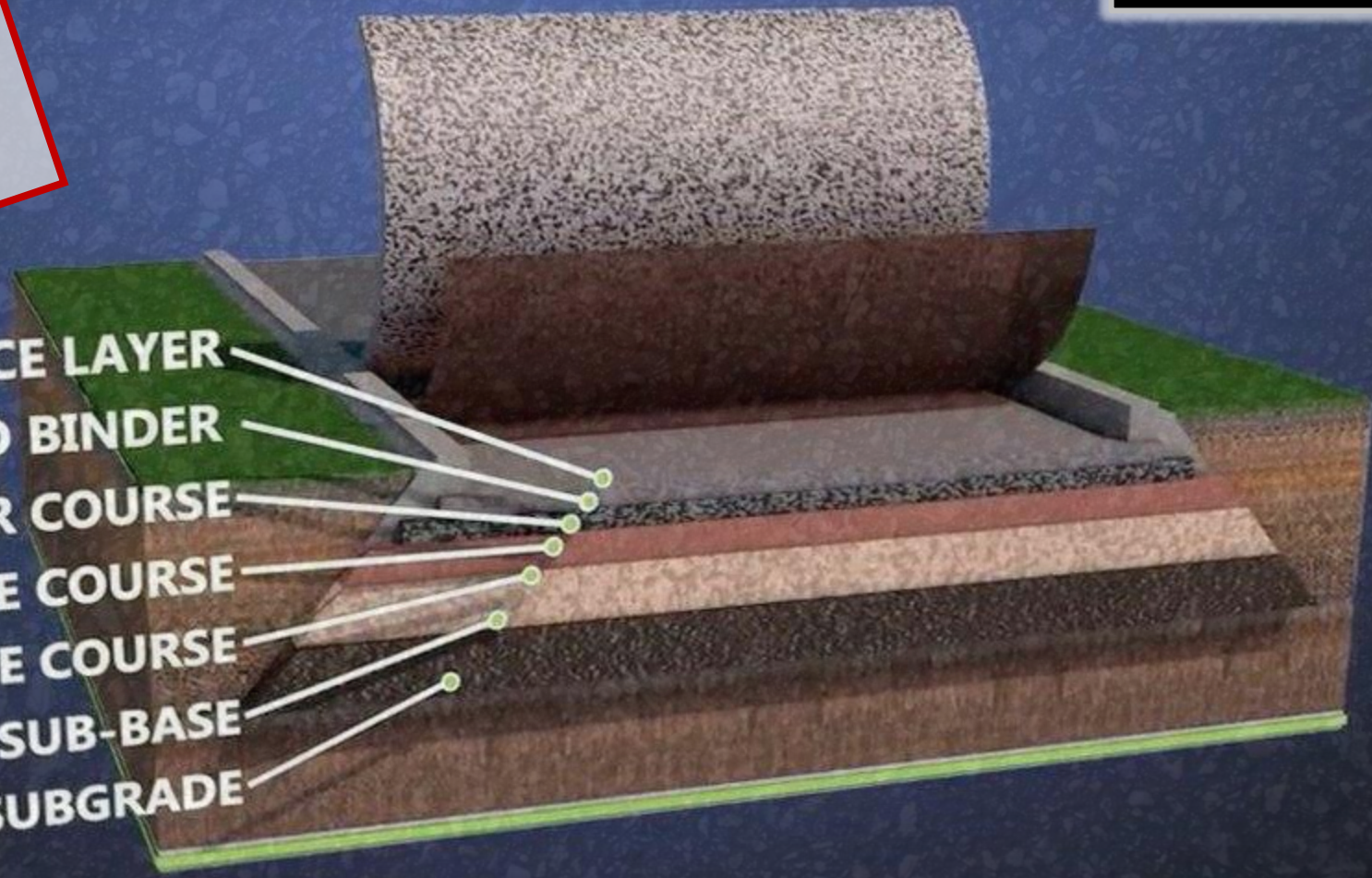
- 1. Storm Drainage**
- 2. Sidewalks**
- 3. Curb & Gutter**
- 4. Road Reconstruction**
- 5. Move Existing Utilities**

**Estimate:
\$2,200,000**



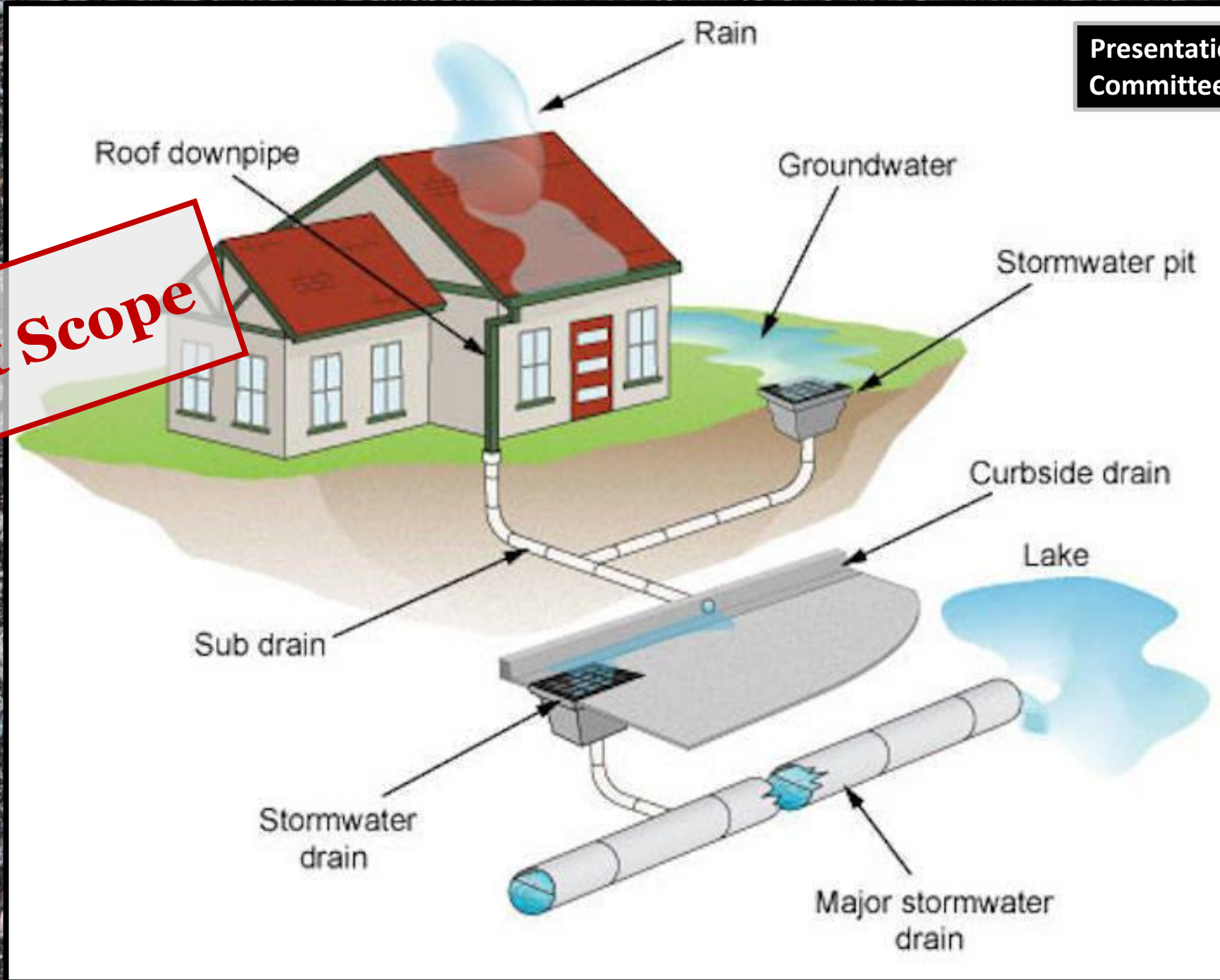
Project Scope

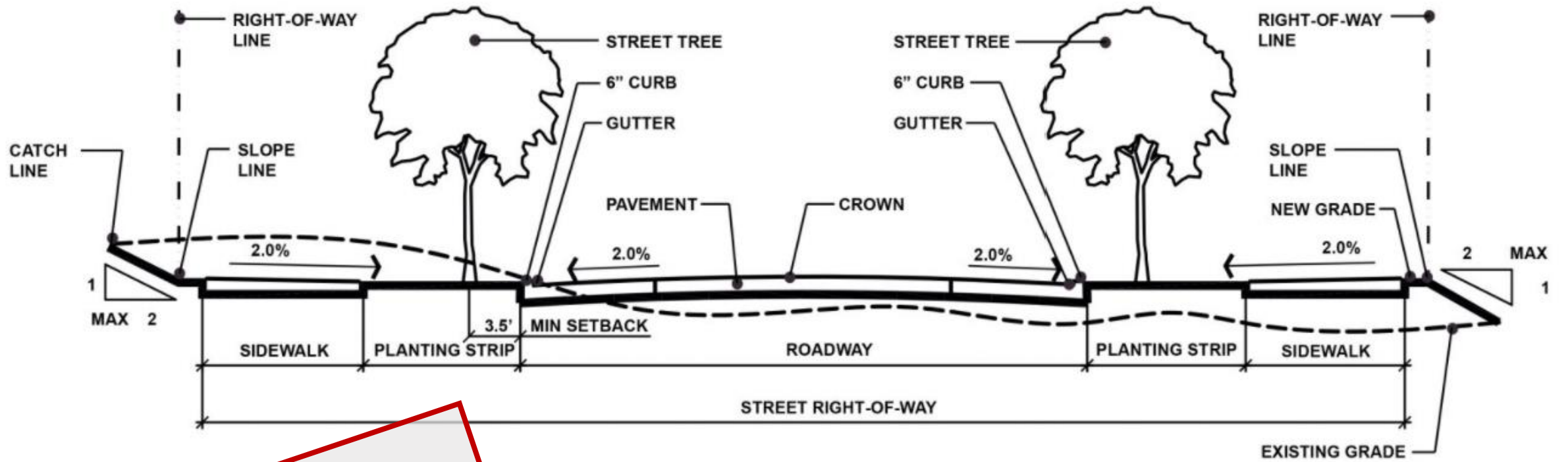
- SURFACE LAYER
- POLYMER MODIFIED BINDER
- BINDER COURSE
- ASPHALT BASE COURSE
- ROAD BASE COURSE
- SUB-BASE
- SUBGRADE



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Project Scope





STANDARD DESIGN CROSS SECTION
NOT TO SCALE

Project Scope

Local Improvements District (LID)

Step #1 [Resolution]

- 1) Council Initiated
- 2) Petitioner Initiated

Step #2 [Estimates]

- 1) City Engineering Report
- 2) Possible Bond Requirement

Local Improvements District (LID)

Step #3 [Associated Costs]

- 1) Financial Considerations
- 2) Assessments & Interest Determination

Step #4 [Public Hearing]

- 1) Lien Record & Foreclosure
- 2) Notices & Supplemental Assessments



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2016 - Present

Council has discussed concerns with the public about the condition of Kirk Avenue every year. Council has extensively investigated options. Council and Staff shared the assessed cost for property owners on Kirk Avenue would be over \$43,000 per property due to the shear cost of the project. The City has other priorities ahead of any repairs to Kirk Avenue.





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The Next Slide Explanation

Council has an order for upcoming capital improvements. The next slide shows the order of projects the City is currently working on based on our financial capabilities and operational importance as recommended by the Budget Committee and approved by Council. If the residents of Kirk Avenue want to petition the Council for the LID described above, the City will borrow the money and complete the project.



Bond Limit

\$2.4M through February 2024

Utility Funds

1

GR 12 Waterline & WTP SS Filter
\$1.5M - \$2.3M

4

Sewage Treatment Lagoon
\$2M - \$2.5M

Water Treatment Plant
& Distribution
\$5M to \$7M

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General Fund



Rec Center
\$800,000 - \$1.2M

2

Pavilion
\$400,000 - \$600,000

3

New Playground
\$150,000 - \$200,000

5

Kirk Avenue Street Improvements
\$2M - \$3M



Calapooia Riverbank
\$2M - \$2.8M





Kirk Avenue Rumors – I wanted to provide a quick review of where the City is with Kirk Avenue. Absolutely nothing has changed for years regarding Kirk Avenue. The facts are relatively simple to understand, but apparently easy to misconstrue.

It Started with a Question

Linn County does not own Kirk Avenue, the City does. Many years ago, the City approached the County to see if the County would be interested in making Kirk Avenue a part of their roadway system. The County was somewhat interested because Kirk Avenue would make a loop from Northern Drive to Main Street for the County's transportation system. The County Road Department was doing well financially at that time.



The Gateway Project

I began actively pursuing the project with Linn County in late 2007 at the request of Council. The County at that time indicated that they were still somewhat interested. The County knew that the City had applied for STIP (Statewide Transportation Improvement Program) for the Gateway project which improved drainage, added sidewalk & curbing, street lighting and street trees to the intersection of Main Street & Bishop Way. The project was in the design phase at that point in time. The County told Council that they wouldn't talk about the possible Kirk Avenue project until after the completion of the Gateway project which was constructed in 2010.

Financial Choices

The Linn County Commissioners had several difficult budgeting choices to make from 2008-2012. The United States Congress cut timber money to eligible counties with Linn County being dramatically affected by this policy shift. The Commissioners decided to use public funds for the Veterans Home in Lebanon along with shoring up the Sheriff's Office financial operating concerns. The Linn County Road Department reserves were used for these purposes taking Kirk Avenue along with many other road projects off the table for the County.



Project Details

Linn County projected an estimate of \$2.2 million to reconstruct Kirk Avenue from Main Street to Hunter Street in 2010. The scope of the project included the acquisition of additional right-of-way, the installation of drainage and lowering of the pavement. Public Works Superintendent and I provided an estimate of approximately \$250,000, several years ago, for Budget Committee that included the lowering of sanitary sewer manholes, sanitary collection line service connections, water distribution service connections and other appurtenances associated with this potential project scope.

Transportation Matrix

Linn County completed their transportation plan nearly two (2) years ago. Based on the criteria used in that plan, Kirk Avenue will never be funded by Linn County. The County has too many critical infrastructure needs including dangerous intersections and failing bridges to manage.



Communities all over the County are asking for financial assistance for road projects and related improvements. The County had to have a standardized way to deal with these requests, the transportation matrix.



What are the Options?

Council will consider options during its upcoming goal setting sessions. Basically, the City would have to do a Local Improvement & Special Assessments found in the Brownsville Municipal Code to make the improvements. Ultimately, the associated costs for this project would prove to be burdensome for citizens owning property along Kirk Avenue. The City could also do a simple pavement overlay, however, given the length of Kirk Avenue it would take five or six years to complete. Drainage, sidewalk conditions and other existing conditions would remain as concerns for the City.