

Oregon Public Library Building Committee Meeting Agenda

Tuesday, April 27, 2021 at 5:00 PM

Location: *Please note: This is a teleconference meeting

Link: <https://us02web.zoom.us/j/82011101495?pwd=SC8yTm5GbEtEc1IDT0J2YmMwbXZzUT09>

By Phone: +1 312 626 6799 US

Meeting ID: 820 1110 1495

Passcode: 538961

1. **Call to order**
2. **Roll Call**
3. **Introductions of Committee Members**
4. **Adopt/amend agenda**
5. **Approve/amend Minutes from 8/06/19**
6. **Public Comment** *Up to fifteen (15) minutes will be provided for community input, with each speaker afforded three minutes; otherwise the agenda will proceed as posted.*
7. **Discussion Items**
 - a. Update on New Library Project Budget, Status & Preliminary Timeline (Subject to Change)
 - b. Project Background
 - c. Review of Conceptual Design (8/19/2019)
 - d. Strand Traffic Study and Pedestrian Crossing Evaluation
 - e. Village of Oregon Storm Water Analysis by Ruckert & Mielke
 - f. Review of Village Planner Elise Cruz's Memorandum re: Preliminary Review of Parking Requirements for new Library Site on North Main St.
 - g. Next Steps
 - h. Possible Selection of Future Meeting Date(s)
8. **Potential Future Agenda Items**
 - Access for Bikes & Pedestrians
 - Water Management
 - Parking Count/Layout
 - Landscaping/Trees
9. **Adjournment**

Notice is hereby given that a majority of the Oregon Public Library Board of Trustees and/or the Village of Oregon Board may be present.

Posted: Friday, April 23, 2021 at:

Oregon Village Hall
117 Spring St.

Oregon Public Library
256 Brook St.

Oregon Post Office
252 Brook St.

Committee Members: Jenny Nelson, Kyle Severson, Amanda Peterson, Jenna Jacobson, John Bieno, John Bonsett-Veal, Amanda Heath, Lindsey Honeyager, Brent Teske

Note: Any person who has a qualifying disability as defined by the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible location or format must contact the Library Director at (608)835-2322, 256 Brook St., Oregon, Wisconsin, at least twenty-four hours prior to the commencement of the meeting so that any necessary arrangements can be made to accommodate each request.

Building Committee | Oregon Public Library

Committee Members, Current

The following individuals have been appointed to the Library Building Committee by the Library Board:

Jenny Nelson, Library Board Member
Kyle Severson, Library Board Member
Amanda Peterson, Village Board Member
Jenna Jacobson, Representative Appointed by Village Board
John Bieno
John Bonsett-Veal
Amanda Heath
Lindsey Honeyager
Brent Teske, Representative of Near North Main Street Neighborhood Association

Contact Us

Community members are invited to share feedback with the building community members using our [Building Committee Comment Form](#). If you prefer, comments may also be provided to Jennifer Endres Way, Library Director, for distribution to the building committee. She can be reached at jway@oregonlibrary.org or via 608-835-2322.

Agendas

- [Notice of Possible Quorum](#) - Neighborhood Input Session
- [Notice of Possible Quorum](#) - Stakeholder Input Session
- [Notice of Possible Quorum](#) - Community Input Session
- [Agenda: April 16, 2019](#) at 5:30 PM at the Oregon Village Hall Community Room
- [Tuesday, May 7, 2019](#) at 5:30 PM at the Oregon Village Hall Community Room
- [Tuesday, May 28, 2019](#) at 5:30 PM at the Oregon Public Library (Sue Ames Room)
- [Tuesday, June 11, 2019](#) at 6:00 PM at the Oregon Village Hall Community Room
- [Tuesday, June 25, 2019](#) at 5:30 PM at the Oregon Public Library (Sue Ames Room) - Packet: [Meeting Agenda](#) and [Informational Items](#)
- [Agenda](#): Tuesday, July 9, 2019 at 5:30 PM at the Oregon Public Library (Sue Ames Room) - [Packet](#)
- [Agenda](#) and [Packet](#): Tuesday, July 23, 2019 at 5:30 PM at the Oregon Public Library (Sue Ames Room)
- [AMENDED AGENDA](#) and [AMENDED PACKET](#): Tuesday, August 6, 2019 at 5:30 PM at the Oregon Village Hall (Board Room)
- [Community Presentation: New Library Update](#) - Tuesday, September 24, 2019

Minutes

- [April 16, 2019 Minutes](#)
- [May 7, 2019 Minutes](#)
- [May 28, 2019 Minutes](#)
- [June 11, 2019 Minutes](#)
- [June 25, 2019 Minutes](#)
- [July 9, 2019 Minutes](#)
- [July 23, 2019 Minutes](#)

Archive of Previous Years

- [Library Board Resolution16-01LB: Establishing an Official Library Building Committee](#)
- [June 2016 Agenda](#) and [June 2016 Minutes](#)
- [July 2016 Agenda](#) and [July 2016 Minutes](#)
- [September 2016 Agenda](#)

Building Committee

Oregon Public Library Meeting Minutes

Tuesday, August 6, 2019 at 5:30 PM

Location: Oregon Village Hall (Board Room), 117 Spring St., Oregon, WI 53575

1. **Call to order** Jennifer Nelson called the meeting to order at 5:30 p.m.
2. **Roll Call** Members present: Jenny Nelson, Kyle Severson, Jenna Jacobson, John Bieno, John Bonsett-Veal, Megwyn Sanders-Andrews. Unable to attend: Amanda Peterson. Also attending were Brett Rottinghaus, OPN Architects, Deb Haeffner, SCLS Building and Design Consultant, Jennifer Endres Way, Library Director, Alicia Fisher, Circulation Supervisor (recorder).
3. **Adopt/amend agenda** – Jacobson made the motion to adopt the agenda as written, Bieno seconded. Motion carried 6-0.
4. **Approve/amend Minutes from 7/23/19** – Bonsett-Veal made the motion to approve the minutes from 7/23/19, Bieno seconded. Motion carried 6-0.
5. **Public Comment -**
 - Carol Carr, 915 Drumlin Dr., Oregon WI** - Main concern is the trees. Also hopes that the meeting space will be usable for group that she meets with every other month – they would need 10-15 tables and would especially love it if there were floor outlets.
 - Rae Vogeler, 299 N Main St., Oregon WI** – Also looks forward to having a place for things like knitting classes and community groups to gather. Shared letter in which she stated that members of the Oregon Near North Main Street Neighborhood Association would like to seek a waiver from the Oregon Planning Commission for the library parking ordinance, in order to reduce the number of parking spaces by 25%. Believes that as downtown district becomes more revitalized it has become more walkable. Thinks that taking steps to make the library a friendly environment for pedestrians and bicyclists will make our library a destination library - friendly for the environment, friendly for the community, but also with sufficient parking.
6. **Informational Items:**
 - a. Building Committee Positions – Way reported that 2 positions will be added to represent the neighborhood and the greater Oregon community. Applicants will be reviewed by library board.
 - b. Planning Commission – 8/08/19 at 6:30 PM at Oregon Village Hall, will include conceptual discussion with OPN.
 - c. Letter from Sara Dewey – 8/05/19
 - d. Letter from Rae Vogeler – 8/06/19
7. **Discussion and Possible Action Items**
 - a. **Plan Refinement** – Rottinghaus introduced a refined plan that had the mechanicals on the basement level. The first floor featured the Children’s collection and program room, Community Room directly off of lobby, staff area adjacent to staff service point, the entry shifted north by one bay, and book return moved to the front of the building. The 2nd floor contained the adult collection along with the quiet reading room, conference room and unconference room, study rooms with a staff area behind them, and a teen space across from the Makerspace. Way and others expressed desire for the Makerspace to be more visible. Sanders-Andrews suggested changing the order of the 3 rooms across from the Children’s program room to have the New Mom’s room on north side, then Family Study room then Sensory Room next to children’s area. Bieno would like to see the building pushed back out to east toward Main Street. Other suggestions included moving the large conference room to the corner on Main Street by the stairs, combining 2 of the small study rooms into a 6-person study room, moving the 2nd floor staff area closer to the stairs and staff service point, and explore changing the main stairs by considering a switchback or rotating them 90 degrees.
 - b. **Exterior Design Refinement** – Rottinghaus presented the refined exterior design which reduced the amount of stone by using fiber-cement siding and featured a more prominent entry. There were fewer windows from the Main Street view and more on the front of the building due to the location of the east stairwell. Committee members indicated they would like to see warmer tones used for the siding color.
 - c. **Budget Estimate Review** – According to Rottinghaus, his estimator indicated that some recent building projects have been coming in at \$350/square foot. He presented low, medium, and high budget estimates for a 33,000 square foot project using \$275, \$315 and \$350 per square feet estimates accordingly.
 - d. **Additional Public Comment on Agenda Items**
 - Leif Olson, 276 N Main St, Oregon WI** – Felt that this good and diverse group has the ability to work through problems that arise.
 - Rae Vogeler, 299 N Main St, Oregon WI** – Liked the Main St view from the last meeting that was entirely glass. Thinks everybody has done phenomenal job.

Mike Wunsch, 299 N Main St, Oregon WI – Asked whether the low, medium, and high budgets effect building longevity and operating costs. Rottinghaus responded that they would not propose use of any material that doesn't wear well and that they can be smart on the mechanical side to help reduce costs.

Carol Carr, 915 Drumlin Dr., Oregon WI – Inquired about whether the exterior color could be changed to a warmer color before the presentation to the Planning Commission. Also asked whether there would be overhead protection at the front entrance and drive-up. Rottinghaus replied that the changes discussed will be done before the Planning Commission meeting and there would be cover over the entrance but not the drive-up.

e. Consider Approval of Plan with Any Modifications and

f. Consider Approval of Exterior Design Refinement with Any Modifications Bieno made the motion to move forward with proposed modification to interior and exterior design as discussed, including 1) relocating large conference room next to east stairwell, 2) positioning the building closer to Main Street as before, 3) moving the second floor staff area closer to main stairs and staff service point, 4) exploring the possibility of a switchback or rotation of main stairway, 5) combining two small study rooms into a 6-person study room, 6) making adjustments to help the Makerspace be more prominent, 7) changing the order of rooms across from Children's Program Room to be (north to south) New Mom's room, Family Room, Sensory Room, and 8) adjusting the color of the exterior siding to warmer tones that complement the stone. Jacobson seconded the motion. Severson amended motion to set the maximum budget for the high investment at \$12 million for the budget square foot analysis. Jacobson seconded. Motion carried 6-0.

g. Possible Selection of Future Meeting Date(s) Way will coordinate with the committee to select the next meeting date.

8. Adjournment - Bieno made the motion to adjourn the meeting at 7:46 pm, Jacobson seconded. Motion carried 6-0.

Fundraising & New Library Project Status/Schedule Update

Jennifer Endres Way <jway@oregonlibrary.org>

Thu 4/8/2021 3:40 PM

To: Mike Gracz <mgracz@vil.oregon.wi.us>

Hello Mike,

Please see the update on current funds committed to the new library project to date and information on the project status/schedule:

Fundraising Update

Village Commitment: \$10,000,000

Campaign Contributions (thru 4/07/21): \$2,076,072.61

Impact Fees (Balance 4/08/21): \$341,398.66

Total Funds Committed: \$12,417,471.27

Project Status/Preliminary Schedule Highlights

We have been working with OPN Architects (the firm who created the conceptual design for the new library) to develop a preliminary project schedule and proposals for architectural services for the new library project. Their original contract for services was only thru conceptual design. A new contract for architectural/engineering/etc. services will be needed to continue and fully develop plans for the new library so that the project can go out for public bid.

Here are some key milestones for the preliminary project schedule that may be of interest to the Village Board:

- Rest of 2021: Complete Design Process for Site & Building to Prepare for Bidding
 - *To develop plans currently at the concept level to the point that are ready for going out to public bid.*
 - *To include approval process of GDP and SIP*
- Early 2022: Project Out for Public Bid/Award Bid/Contract
- Spring 2022: Start Construction
- Spring 2023: Building Complete/Move In by Summer

While this is very preliminary and subject to change, it provides a good sense of what a realistic timeline for the project will be.

Thanks,

Jennifer

Jennifer Endres Way
Director
Oregon Public Library
256 Brook St.
Oregon, WI 53575
(608) 835-2322



Budget Square Foot Analysis

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Gray cells auto update

Project: 19603000 - Oregon Public Library
 Client: Oregon Public Library
 Date Modified: 8/13/2019

	Low Investment				Medium Investment				High Investment						
1 Construction Budget (Bldg & Site Costs)	33,000	sf	@ \$240	per sf = \$7,920,000	74.0%	33,000	sf	@ \$250	per sf = \$8,250,000	71.9%	33,000	sf	@ \$260	per sf = \$8,580,000	70.7%
2 Project Contingency			@ 12.50%	= \$1,188,531.25	11.1%			@ 12.50%	= \$1,274,621.88	11.1%			@ 12.50%	= \$1,347,970.00	11.1%
3 Professional Fee (Bldg & Site)			@ 8.75%	= \$693,000	6.5%			@ 8.75%	= \$721,875	6.3%			@ 8.75%	= \$750,750	6.2%
4 Fixtures, Furniture & Equipment (FF&E)	33,000	sf	@ \$20	per sf = \$660,000	6.2%	33,000	sf	@ \$25	per sf = \$825,000	7.2%	33,000	sf	@ \$28	per sf = \$924,000	7.6%
5 FFE Design/Spec Fee			@ 9%	= \$59,400	0.6%			@ 9%	= \$74,250	0.6%			@ 9%	= \$83,160	0.7%
				sub total: \$10,520,931					sub total: \$11,145,747					sub total: \$11,685,880	
6 Project Soft Costs:															
6.1 Soil Borings/topo boundary survey				\$20,000	0.2%				\$20,000	0.2%				\$20,000	0.2%
6.2 Construction Testing				\$25,000	0.2%				\$25,000	0.2%				\$25,000	0.2%
6.3 Computers/Technology Equipment				\$30,000	0.3%				\$45,000	0.4%				\$60,000	0.5%
6.4 Audio / Visual systems (AV)				\$40,000	0.4%				\$60,000	0.5%				\$80,000	0.7%
6.5 Land Acquisition				\$0	0.0%				\$0	0.0%				\$0	0.0%
6.6 Arborist Fee Study				\$850	0.0%				\$850	0.0%				\$850	0.0%
6.7 Automated Material Handling System				\$0	0.0%				\$90,000	0.8%				\$150,000	1.2%
6.8 Interior/Exterior Signage, Design/Material				\$10,000	0.1%				\$20,000	0.2%				\$30,000	0.2%
6.9 Environmental Graphics, Design/Material (Exp. Donor Wall)				\$20,000	0.2%				\$35,000	0.3%				\$50,000	0.4%
6.10 Moving Costs				\$30,000	0.3%				\$30,000	0.3%				\$30,000	0.2%
				sub total: \$175,850	1.6%				sub total: \$325,850	2.8%				sub total: \$445,850	3.7%
Total Project Cost:			2020	\$10,696,781				2020	\$11,471,597				2020	\$12,131,730	
Budget Annual Escalation Adjustment			<i>inflation:</i>	3%				<i>inflation:</i>	3%				<i>inflation:</i>	3%	
			2020	\$10,696,781				2020	\$11,471,597				2020	\$12,131,730	
			2021	\$11,017,685				2021	\$11,815,745				2021	\$12,495,682	
			2022	\$11,348,215				2022	\$12,170,217				2022	\$12,870,552	
			2023	\$11,688,662				2023	\$12,535,324				2023	\$13,256,669	



OREGON PUBLIC LIBRARY



OPN Architects



Wesley Reynolds

Principal in Charge
OPN Architects



Mindy Sorg

Associate & Interior Designer
OPN Architects

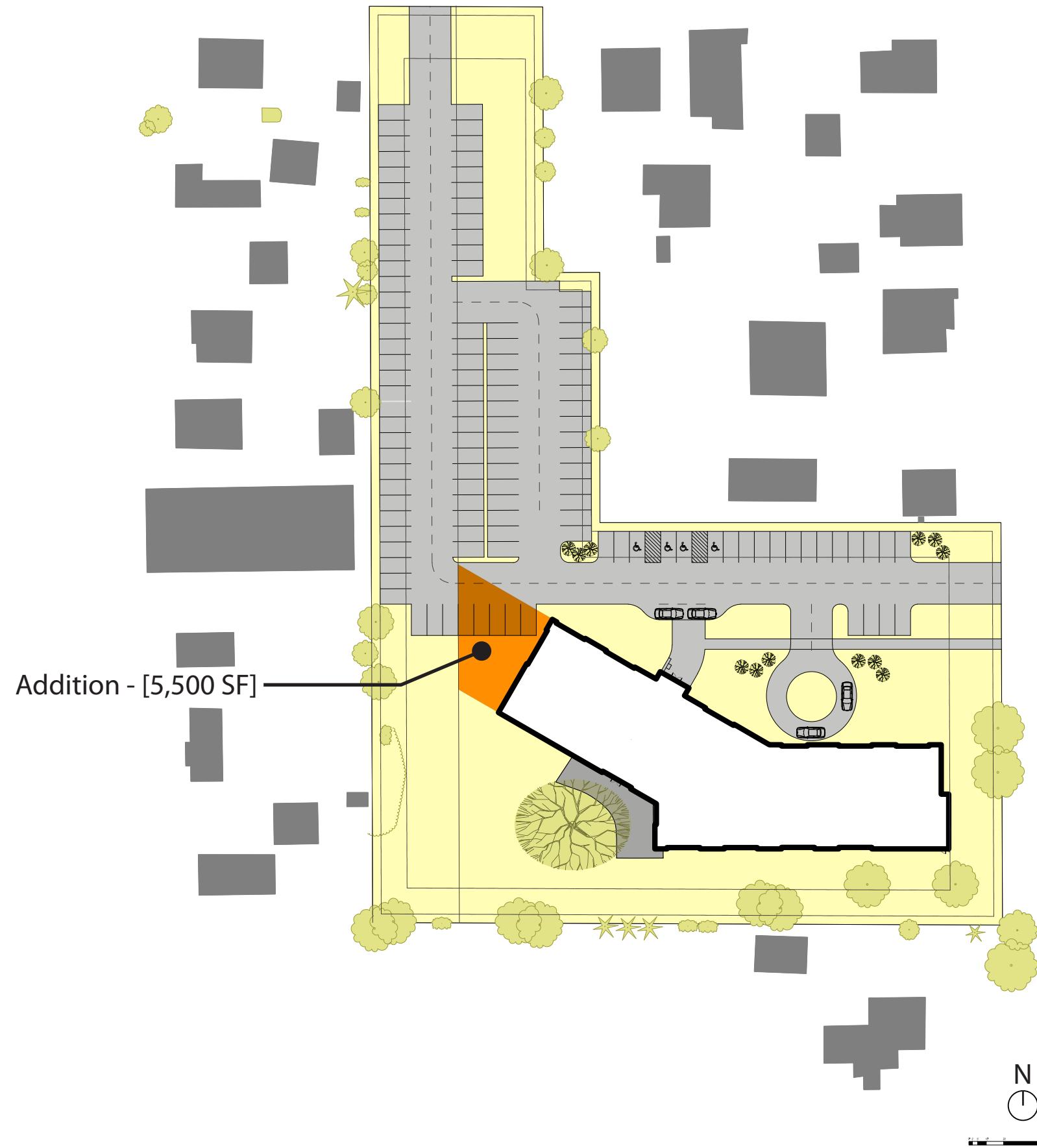


Brett Rottinghaus

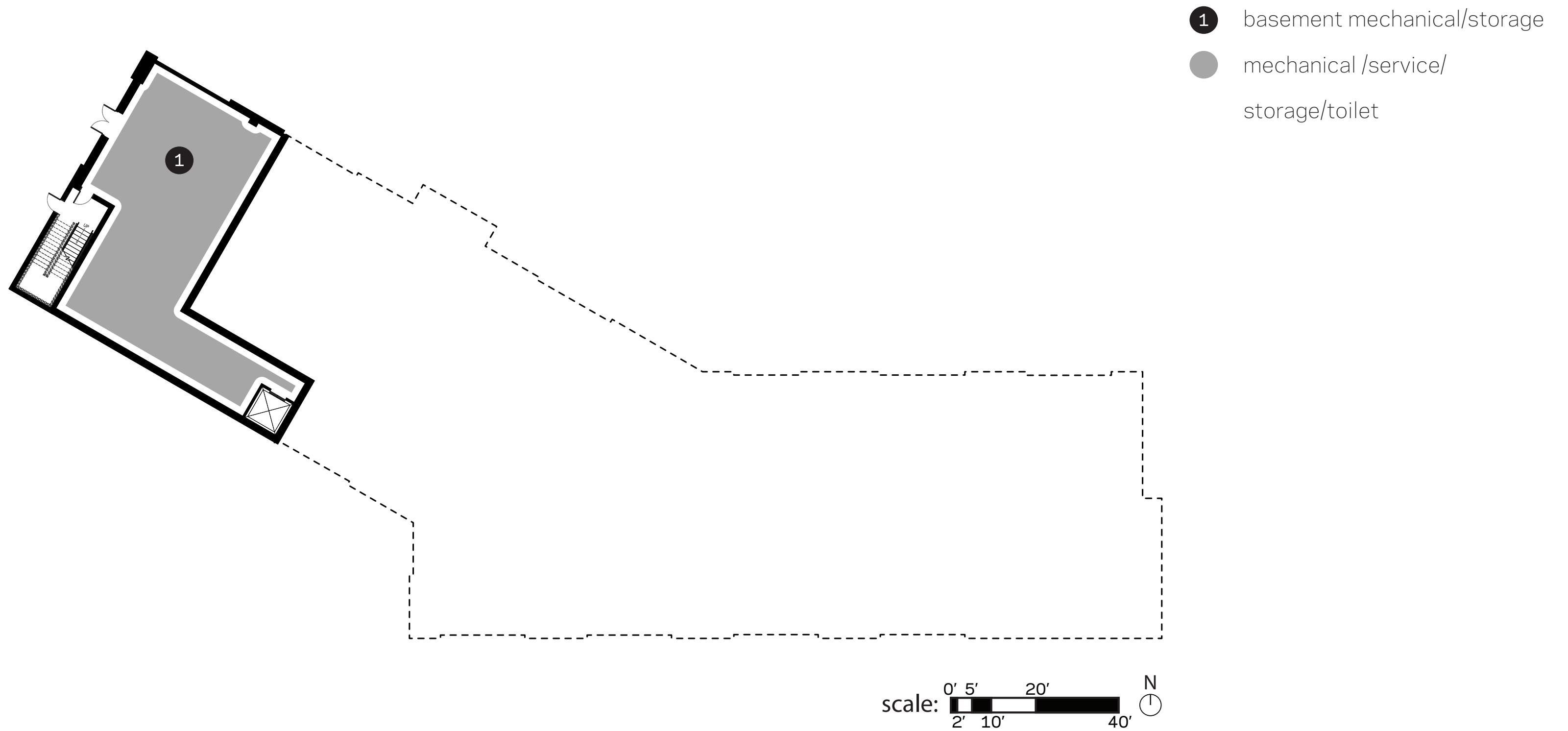
Job Captain
OPN Architects

site layout

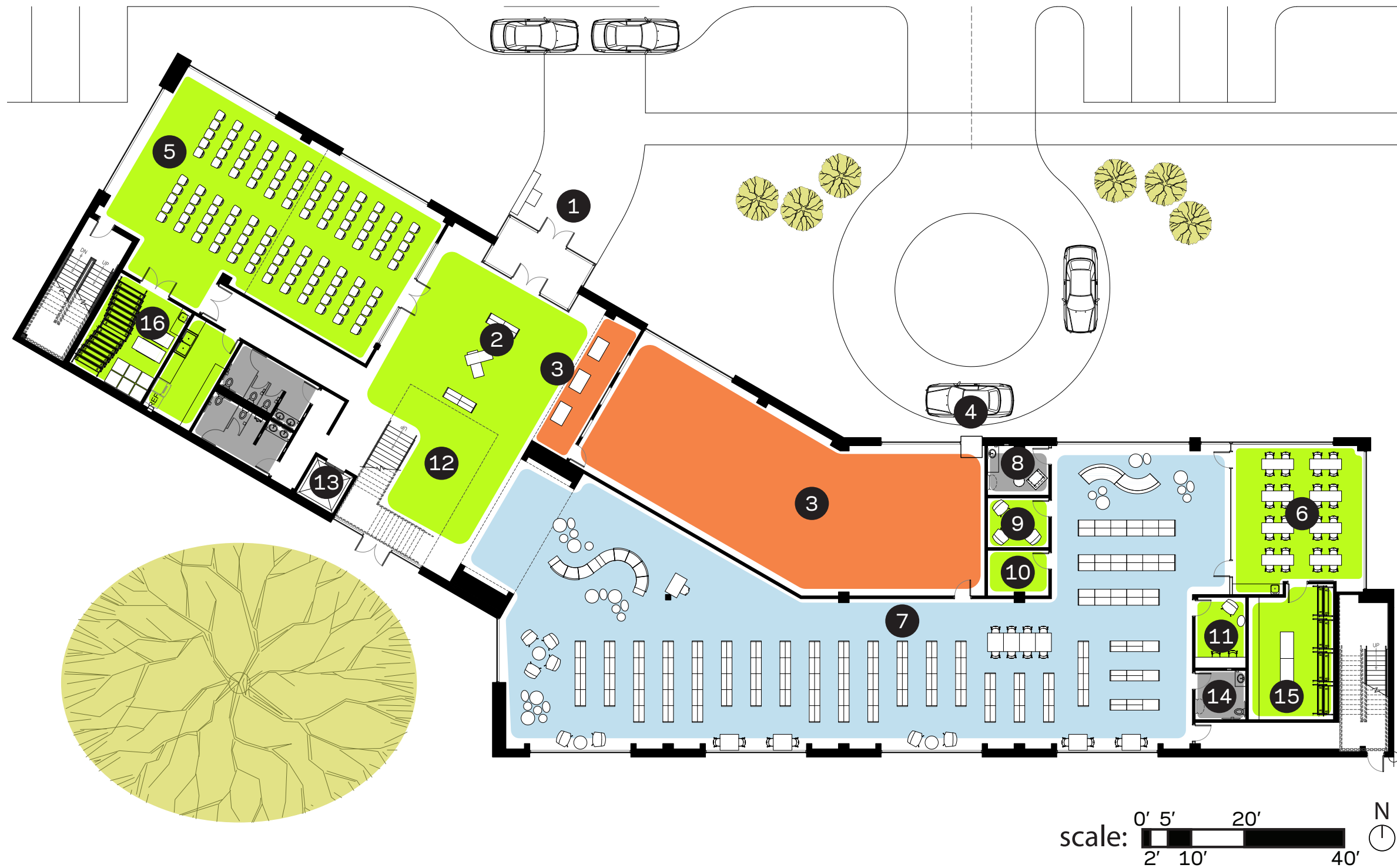
site_diagram



floor plan_basement

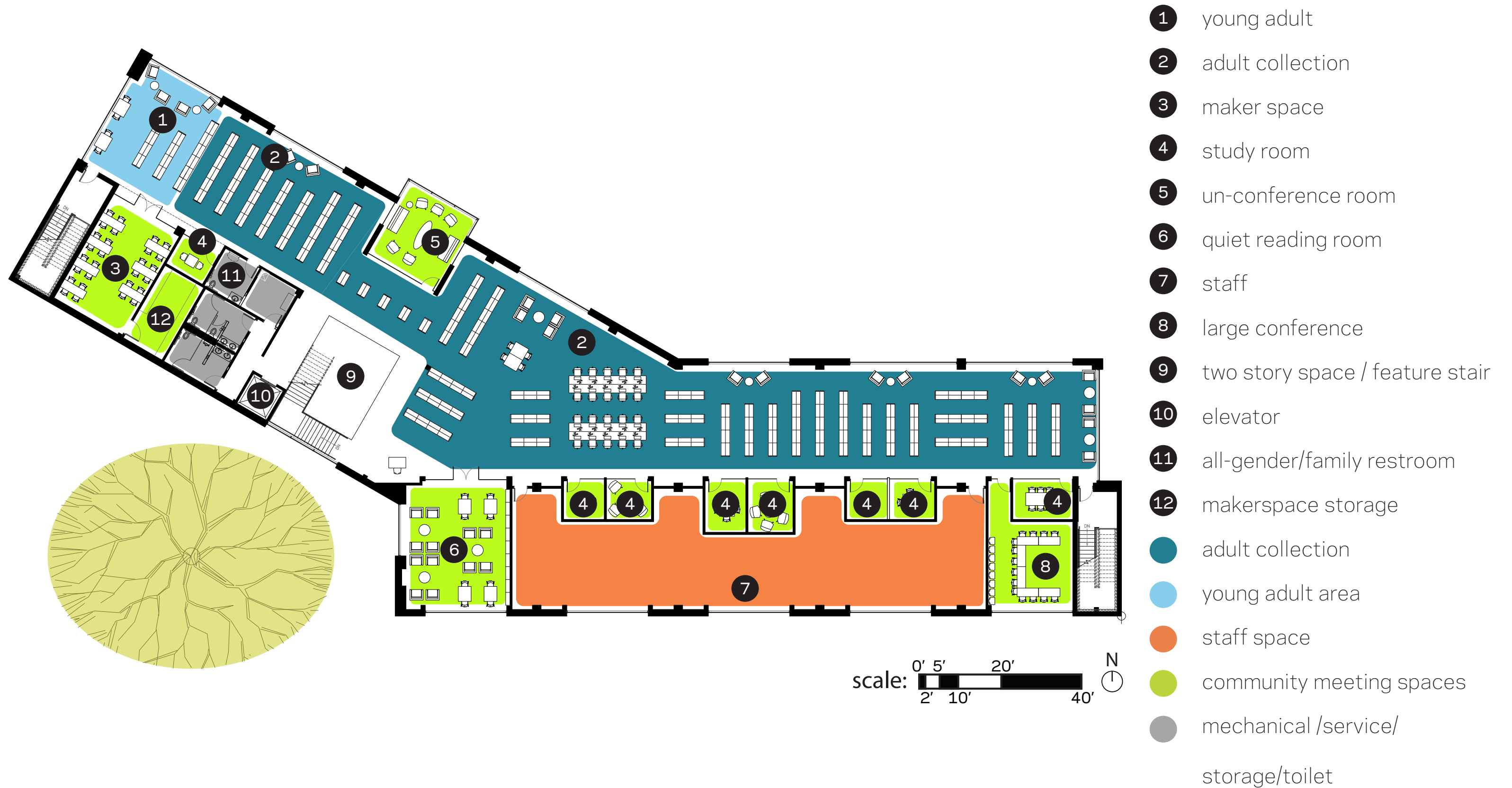


floor plan_level 1



- 1 entry
- 2 lobby
- 3 staff
- 4 drive up book drop
- 5 community room
- 6 children's program room
- 7 children's collections
- 8 new mother's room
- 9 study room
- 10 sensory room
- 11 family study room
- 12 two story space / feature stair
- 13 elevator
- 14 family restroom
- 15 storytime resource area / storage
- 16 community room storage
- childrens collection
- staff space
- community meeting spaces
- mechanical /service/ storage/toilet

floor plan_level 2



material selection

material_selection



design





exterior_design









OREGON PUBLIC LIBRARY



December 5, 2019

Mr. Jeffery S. Rau, P.E., Director of Public Works
Village of Oregon
Village Hall, 117 Spring Street
Oregon, WI 53575

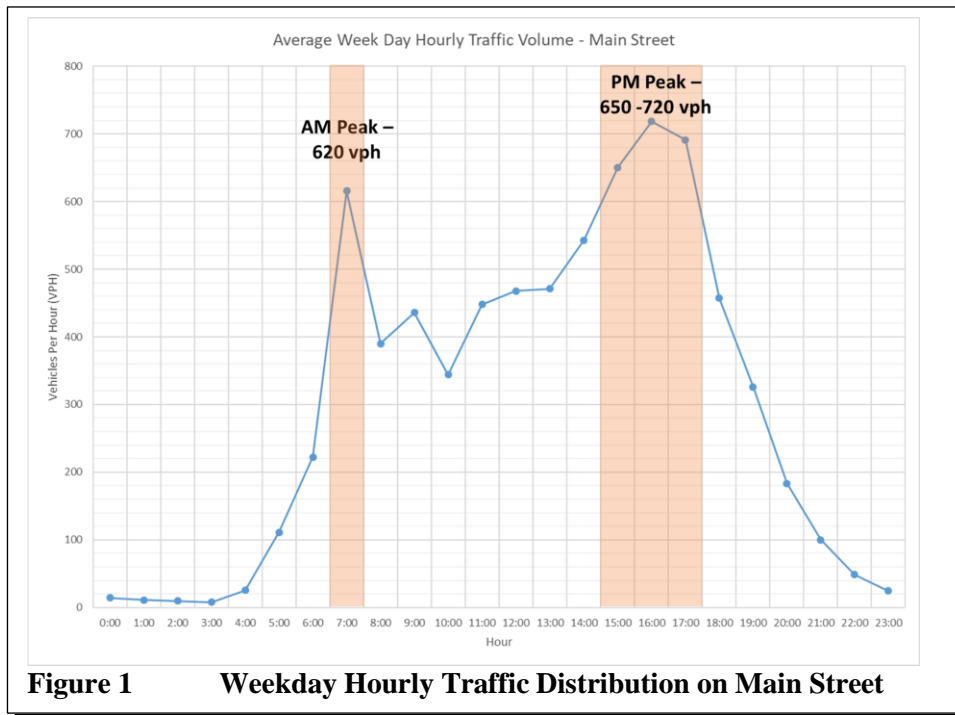
Re: Oregon Public Library Pedestrian Crossing Evaluation
Village of Oregon (Village), Wisconsin

Dear Mr. Rau:

Strand Associates, Inc.® (Strand) completed an evaluation of the existing traffic conditions, a sight distance review, and alternative development for a future pedestrian crossing of Main Street in conjunction with the proposed Oregon Public Library.

A. Data Collection and Existing Facility Review

A Houston Radar Armadillo traffic data collector was deployed in the project area from Monday, October 7, 2019 at approximately 2 P.M. to Wednesday, October 10, 2019 at approximately 8 A.M. The data collector uses radar to count vehicles and records their speed in both travel lanes. The estimated daily traffic at the proposed Oregon Public Library site on Main Street from the count is 7,300 vehicles per day (vpd). The 85th percentile speed for Main Street was determined to be 28 miles per hour (mph), supporting the existing posted speed limit of 25 mph. Figure 1 shows the hourly distribution of traffic on a typical weekday.



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The weekday hourly traffic on Main Street shows two distinct peaks for commuter traffic. The AM peak period is much sharper and occurs during the 7 A.M. hour, where the PM peak period occurs from 3 P.M. through 6 P.M. These peaks trends are typical as the AM peak is comprised of work-based trips, while the PM peak is a mix of work-based trips and other non-work-based trips. The peak times have over 600 vehicles per hour (vph), with the overall midday traffic volumes averaging approximately 450 vph. During the hours before 7 A.M. and after 6 P.M. the hourly volumes drop off quickly from the daily highs.

Roadway geometry, driveways, and sight characteristics were also reviewed during the data collection. Main Street is a two-lane roadway with parking restricted on both sides. The approximate roadway width from the face of curb to the face of curb is 34 feet. Within the vicinity of the proposed library site, there are several private residential driveways and a driveway to Netherwood Knoll Elementary School. There is a horizontal curve near the southern end of the proposed library site and some terrace trees are located near the curve that could limit site triangles for driveways proposed for the public library. There is a crest vertical curve located near the elementary school driveway. The proposed public library site was a former church site with one driveway onto Main Street. Figure 2 provides an inventory of roadway features within the study area adjacent to the future Oregon Public Library site.



Two locations were selected for analysis for the crossing and sight distance review. Crossing Location 1 was identified on the southern half of the proposed library site at the crest of the vertical curve on Main Street located directly north of the Netherwood Knoll Elementary School driveway. Crossing Location 2 was identified on the northern half of the proposed library site and is at the location of the crossing shown in the initial layout of the proposed Oregon Public Library.

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The existing Netherwood Knoll Elementary School driveway is located near Crossing Location 1. The impact of this driveway on the design and operation of a crossing at this location would need to be considered during final design if it were selected. Crossing Location 2 is located further away from the Netherwood Knoll Elementary School driveway and the impacts to the design of a crossing at Crossing Location 2 will be more limited.

B. Sight Distance Review

The sight distance review evaluated the two potential crossing locations along the future Oregon Public Library site. The sight distance review used existing 1-foot contours available from the Village as the basis for evaluating the existing roadway profile, therefore, the sight distances discussed in this document are considered approximate. Using this profile, both the stopping sight distance (SSD) and intersection sight distance (ISD) were evaluated for the crossing locations and potential library driveways that would be associated with them. A summary of the sight distance review results are shown in Table 1.

The SSD and ISD exhibits for both Crossing Location 1 and Crossing Location 2 are enclosed with this letter.

1. Crossing Location 1: Crest of Vertical Curve

The proximity of this location on the crest of the existing Main Street vertical curve allows for acceptable overall visibility of the proposed crosswalk and library driveway. The available SSD meets the Wisconsin Department of Transportation (WisDOT) upper minimum SSD value for 30 mph of 200 feet. In the northbound direction, the available SSD is approximately 425 feet. In the southbound direction, the available SSD is greater than 500 feet. The ISD for the corresponding driveway for both passenger cars and single unit (SU) trucks meets WisDOT standards as well. The terrace trees identified in Figure 2 are, however, located within the sight triangle for this crossing and driveway and are recommended for removal if this location is selected.

2. Crossing Location 2: Preliminary Site Plan Crossing Location

During this review a preliminary site plan for the proposed library was provided by the Village. At Crossing Location 2, the available SSD meets the WisDOT upper minimum value of 200 feet. In the northbound direction, the available SSD is approximately 210 feet. In the southbound direction, the available SSD is greater than 500 feet. The ISD for the SU truck design vehicle meets WisDOT standards. The ISD for passenger cars meets the minimum ISD standard and does not meet the upper minimum standard for visibility of northbound vehicles. The existing tree that is located near the sidewalk on the proposed library site that is shown in the sight triangle was removed in fall 2019. The terrace trees identified in Figure 2 are also within the sight triangle for this crossing and driveway and are recommended for removal if this location is selected.

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Sight Distance Criteria	Crossing Location 1–Met (Yes/No)		Crossing Location 2–Met (Yes/No)	
	Minimum	Upper Minimum	Minimum	Upper Minimum
Stopping Sight Distance	Yes		Yes	
Intersection Sight Distance Passenger Car	Yes	Yes	Yes	No (Case B1)
Intersection Sight Distance Single Unit Truck	Yes	Yes	Yes	Yes

Table 1 Sight Distance Summary Table

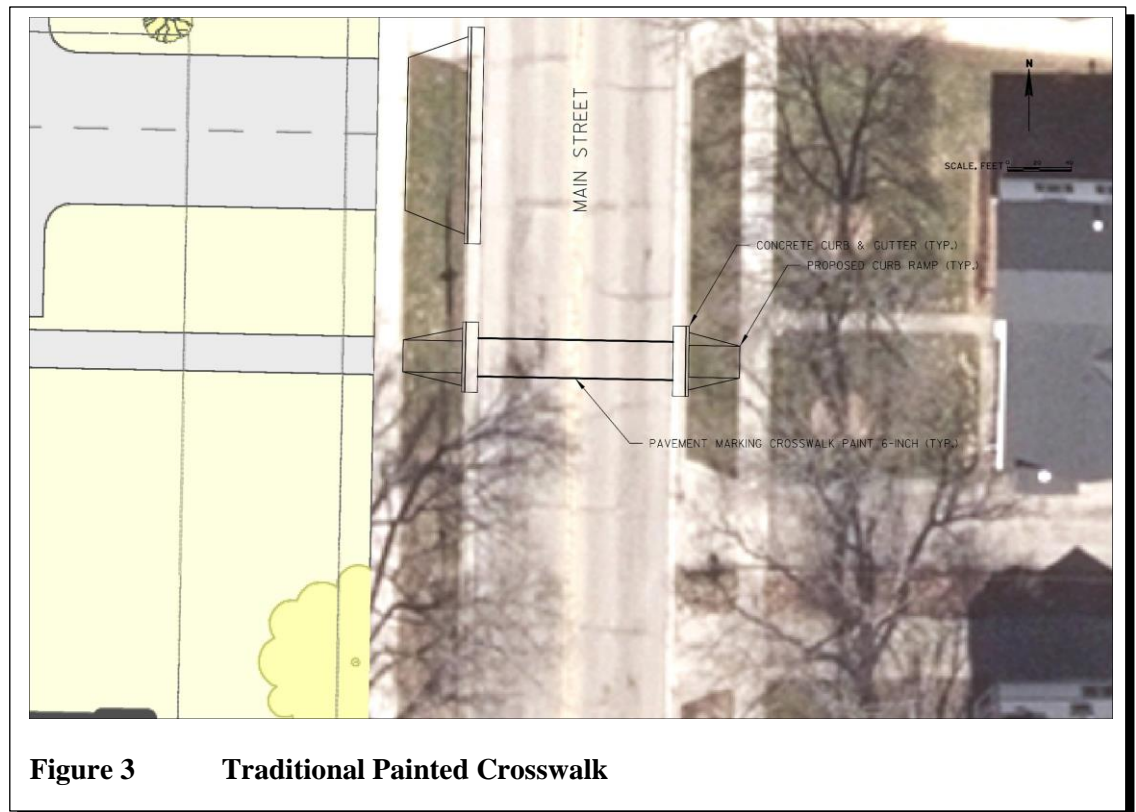
C. Pedestrian Crossing Alternative Development and Layout

Four pedestrian crossing alternatives and opinion of probable construction costs (OPCC) were developed. These alternatives can be used for comparison purposes as the planning process for the future Oregon Public Library continues. These crosswalks are shown at Crossing Location 2 for illustration purposes. The proposed library driveway location is shown in all four alternatives; however, it is not included in the OPCC as this would be a constant cost for the site in each alternative. The four alternatives are summarized below.

1. Traditional Painted Crosswalk

The traditional painted crosswalk includes pedestrian ramps constructed adjacent to the existing sidewalk on Main Street and two 6-inch white painted crosswalk lines. This would be considered the minimum build to add a crosswalk at this location. This alternative is shown in Figure 3 on the following page.

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The preliminary OPCC for the traditional painted crosswalk is approximately \$4,500.

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2. Ladder Style Painted Crosswalk

The ladder style painted crosswalk has the same pedestrian ramps of the traditional crosswalk but has additional white pavement markings on the roadway in a “ladder” style that is shown to increase the visibility of the crosswalk to motorists. An additional item to consider with this alternative is the use of additives to increase the traction on the paint as standard roadway paint can become slippery when wet. This alternative is shown in Figure 4.

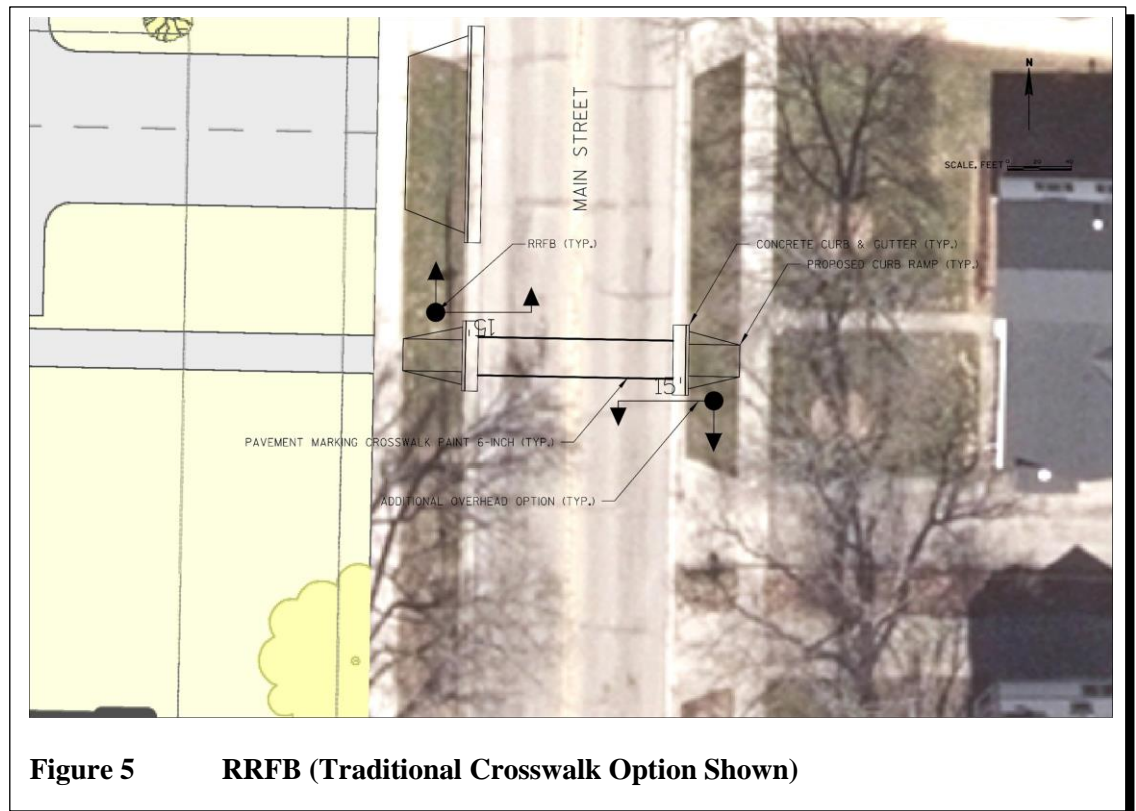


The preliminary OPCC for the ladder style painted crosswalk is approximately \$5,400.

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3. Rectangular Rapid Flashing Beacon (RRFB) Controlled Crosswalk

The first introduction of control considered for the proposed crosswalk could be the implementation of a RRFB system similar to what is located by the Oregon Middle School (OMS) and Rome Corners Intermediate School (RCI). This system is a pedestrian actuated beacon that blinks at a rapid and defined rate below a crosswalk sign. The standard system installs one sign and light on each side of the roadway similar to OMS and RCI. RRFB systems have been shown to increase the yielding rate of drivers, particularly on urban low speed two-lane roadways. Another option that has shown to be effective at increasing the driver yielding rate is to place one of the signs for each direction overhead of the traffic lanes on a traffic signal trombone arm assembly. This increases the visibility of the RRFB system even if larger trucks are located near the yield line. WisDOT has recommended that RRFB systems only be considered if the crossing has at least 20 pedestrians cross during any one hour of the day. Young children less than 12 years old count double in the WisDOT recommendation. This alternative is shown in Figure 5.



With Crossing Location 2 shown in Figure 5, the proposed library driveway and existing residential driveways would be required to yield to traffic on the roadway and anyone that is using the crosswalk. If Crossing Location 1 is selected, then the impact of the closely located Netherwood Knoll Elementary School driveway needs to be considered. Additional signage on the driveway may need to be considered to reinforce the need to check and yield to the pedestrians using the crosswalk.

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The RRFB system could be installed with either type of painted crosswalk described in Alternatives 1 and 2. The preliminary OPCC for the RRFB system is approximately \$19,000. The additional cost for installing trombone arms and poles for an overhead type system is anticipated to be approximately \$10,000 for a total of \$29,000.

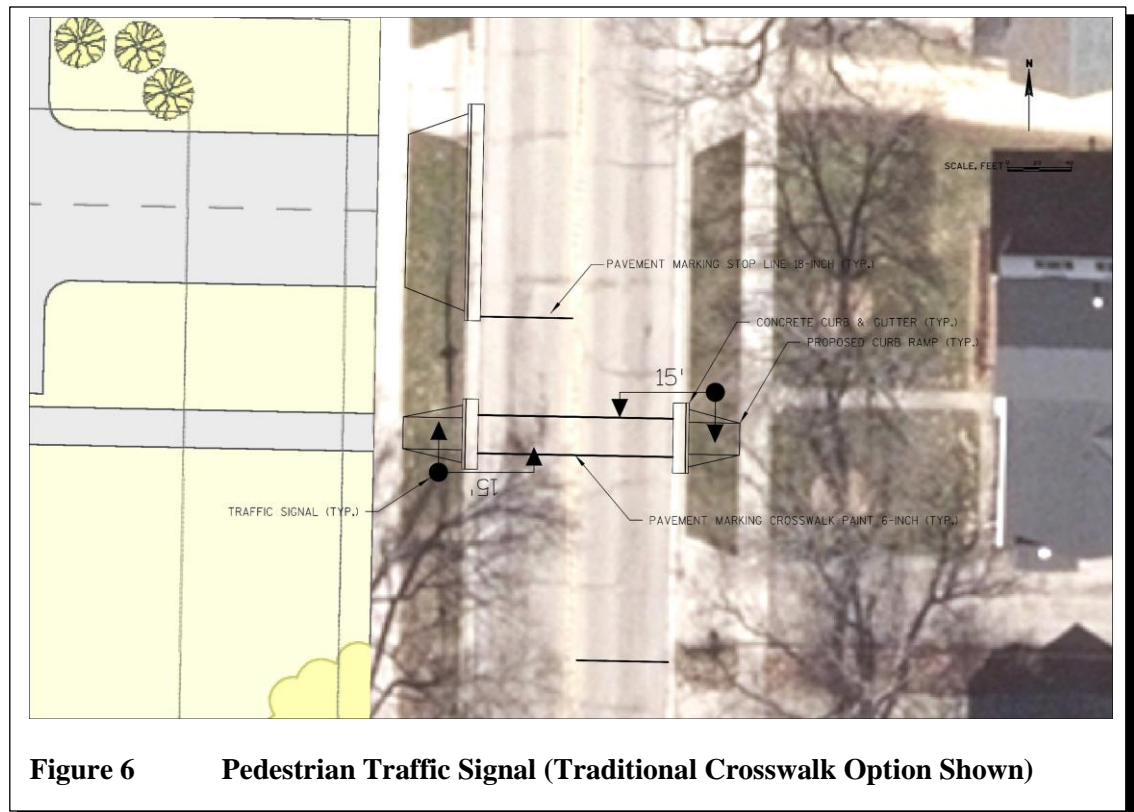
4. Pedestrian Activated Traffic Signal Controlled Crosswalk.

Another option that could be considered at this location would be a pedestrian activated traffic control crosswalk. The Manual on Uniform Traffic Control Devices (MUTCD) has an applicable pedestrian warrant for traffic signals at a mid-block crossing. With the typical average hourly volumes on Main Street at this location, a crossing could be warranted if there were approximately 300 pedestrians per hour for four hours of the day, or if there were approximately 400 pedestrians during the peak hour of vehicle traffic. A traffic signal control system for this crosswalk would have the highest driver compliance rate of the alternatives. The traffic signal system would also include pedestrian signal heads to communicate to users when they have been assigned the right-of-way.

The traffic signal would be an addition to either of the painted crosswalks listed in Alternatives 1 or 2. The traffic control system would include, at a minimum, signals adjacent to the crosswalk to control traffic on Main Street. A system such as this would remain on green until a pedestrian pushes the crosswalk button to activate the pedestrian phase.

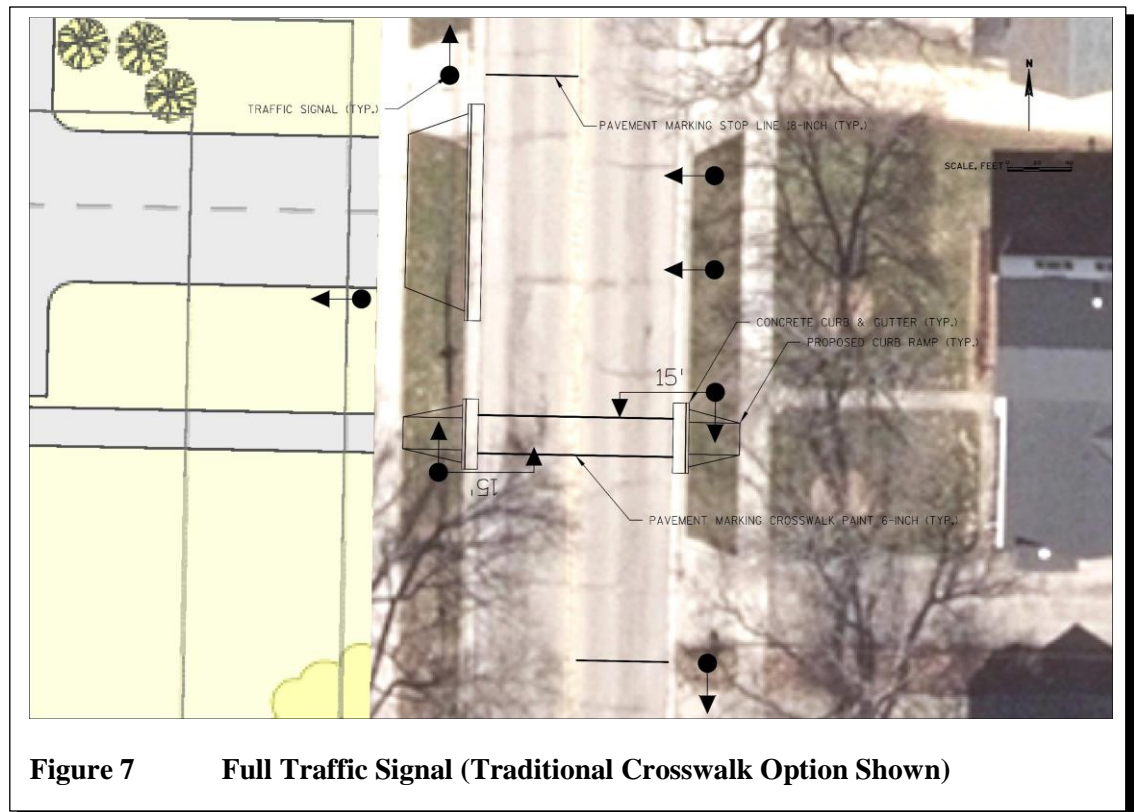
Because of its proximity to the proposed library driveway with either crossing location, there may also be the desire to include the driveway in the traffic signal system. This would require additional traffic signal poles for the library driveway and detection on the library property. Additional traffic signal warrants should be evaluated if control for the library driveway was desired. This alternative is shown in Figure 6.

Mr. Jeffery S. Rau, P.E., Director of Public Works
 Village of Oregon
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 December 5, 2019



Proposed stop bars for the pedestrian actuated traffic signal are shown in Figure 6 for Crossing Location 2. They are located so that the proposed library driveway is located north of the stop bar. One of the residential driveways is located between the stop bar and crosswalk, but this is not a significant concern because of the low volume of the private driveway. If the full traffic signal with driveway control was desired at Crossing Location 2, then the northern Main Street stop bar would be moved north of the proposed library driveway and the library driveway would have a painted stop bar to go along with the signal control for that leg. The Netherwood Knoll Elementary School driveway is located far enough south of Crossing Location 2 that it would not receive traffic signal control for a full traffic signal alternative. A full traffic signal with control of the library driveway is shown in Figure 7.

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 Village of Oregon
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 December 5, 2019



If Crossing Location 1 is selected, the impact of the Netherwood Knoll Elementary School driveway will be more significant. With a pedestrian-activated signal only, the crosswalk should be located far enough north so that a stop bar could be placed on Main Street between the Netherwood Knoll Elementary driveway and the crosswalk. If a full traffic signal was desired at Crossing Location 1, then it would need to be considered to control the Netherwood Knoll Elementary School driveway similar to how the proposed library driveway would be controlled and locate the southern Main Street stop bar south of the Netherwood Knoll Elementary School driveway.

The traffic signal system could be installed with either type of painted crosswalk in Alternatives 1 or 2. The preliminary OPCC for a pedestrian activated traffic signal system that is shown above is approximately \$60,000. A full traffic signal with control for the library driveway is approximately \$165,000. If Crossing Location 1 was selected and the Netherwood Knoll Elementary School driveway was desired to be part of the system, then the traffic signal would have additional costs beyond the \$165,000.

Summaries of each OPCC are enclosed with this letter.

D. Conclusions

The sight distance evaluation for Crossing Location 1 and 2 indicate that the site design for the proposed Oregon Public Library can locate a crosswalk and library driveway near these locations and be in accordance with WisDOT stopping sight distance and intersection sight distance requirements. At

Mr. Jeffery S. Rau, P.E., Director of Public Works
Village of Oregon
Page 11
December 5, 2019

Crossing Location 2, the upper minimum ISD value for passenger cars is not met, but is in accordance with minimum standards.

The anticipated volume of pedestrians should be evaluated as the level of improvement that is desired for this crossing is determined. Painted crosswalks could be implemented at any projected pedestrian use level and will have an OPCC of approximately \$4,000 to \$6,000 to construct the pedestrian ramps and paint the crosswalk.

WisDOT guidelines indicate that a crossing that is supplemented by a RRFB could be considered if the anticipated crossing volume would exceed 20 pedestrians per hour for any one hour of the day. Young children under 12 years old count double in this evaluation. A RRFB system has been shown to increase the yielding behavior of drivers on roadways similar to Main Street. A RRFB system would raise the OPCC to approximately \$19,000 if a standard system was used. If overhead flashers are desired to increase the visibility of the system, the OPCC would raise to approximately \$29,000.

Traffic signal warrants indicate that a traffic signal system would require the highest number of anticipated pedestrians to meet warrants for installation. Depending on the Main Street traffic, 300 to 400 pedestrians would be required over four hours to satisfy traffic signal warrants. If the library driveway or school driveway was desired to be added to the system, additional vehicle volume warrants should be considered. A traffic signal system would provide the highest level of driver compliance for pedestrians crossing the road and does provide a pedestrian indication of when they have the right-of-way to cross. The cost of the traffic signal system that only includes the pedestrian crossing raises the preliminary OPCC for the crossing to approximately \$60,000. If a full traffic signal was desired that included signalized control of the proposed library driveway the OPCC would be closer to \$165,000. If Crossing Location 1 was selected and the Netherwood Knoll Elementary School driveway was desired to be added the costs would increase past \$165,000.

The final section of a preferred alternative for the Main Street crosswalk associated with the proposed Oregon Public Library will need to evaluate the costs associated with the alternative against the projected use of the crossing and the benefits to the pedestrians such as ease of use and driver compliance for the control.

Either crossing location could be used for the crosswalk and be in accordance with WisDOT sight distance.

If you have any questions, please call me at 608-251-4843.

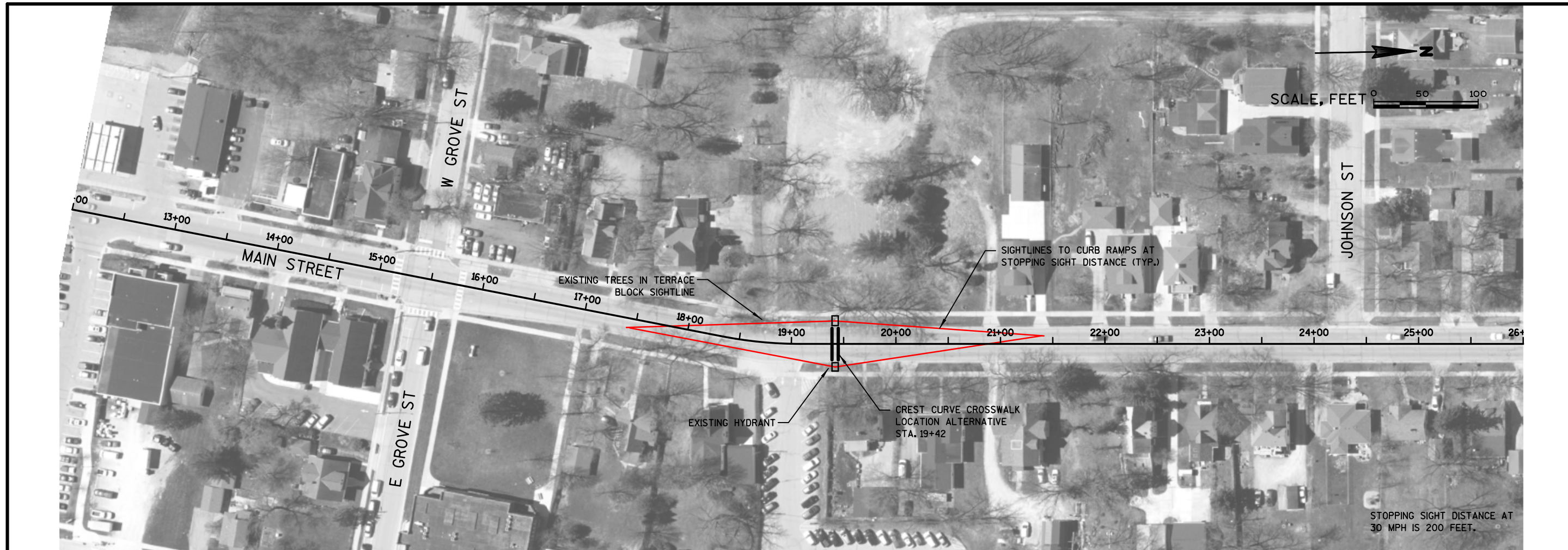
Sincerely,

STRAND ASSOCIATES, INC.®

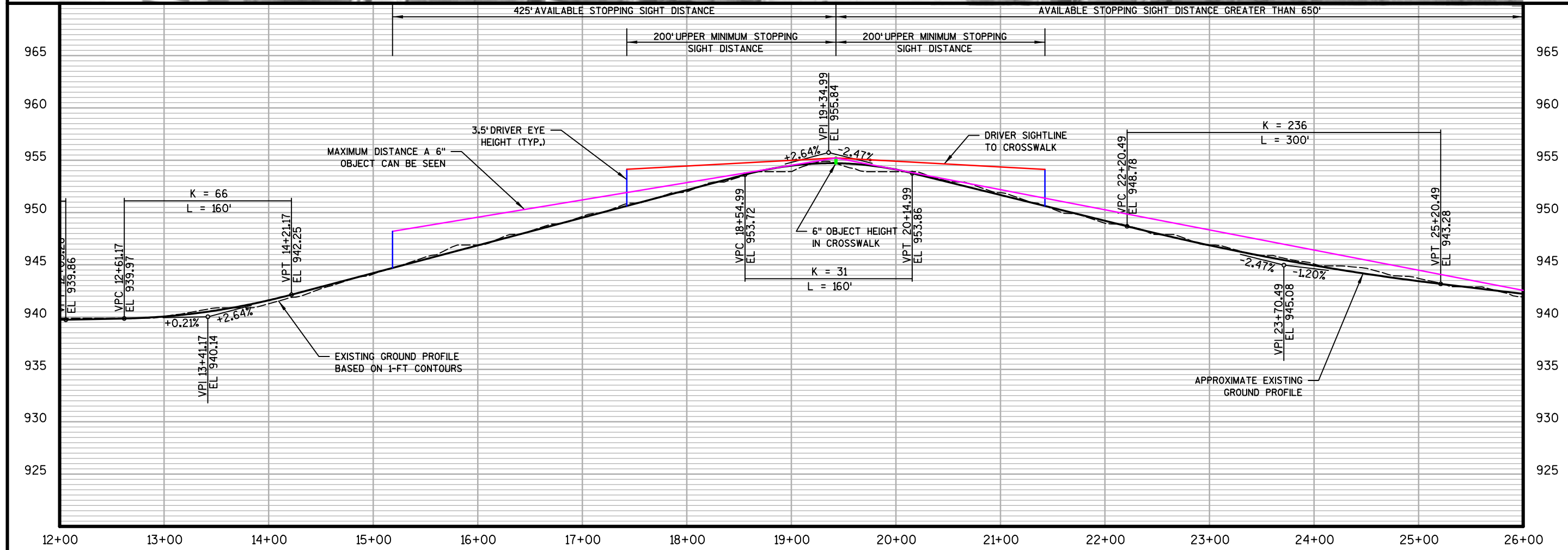


Kyle R. Henderson, P.E.

Enclosure



STOPPING SIGHT DISTANCE AT 30 MPH IS 200 FEET.



NO.	REVISIONS	DATE:

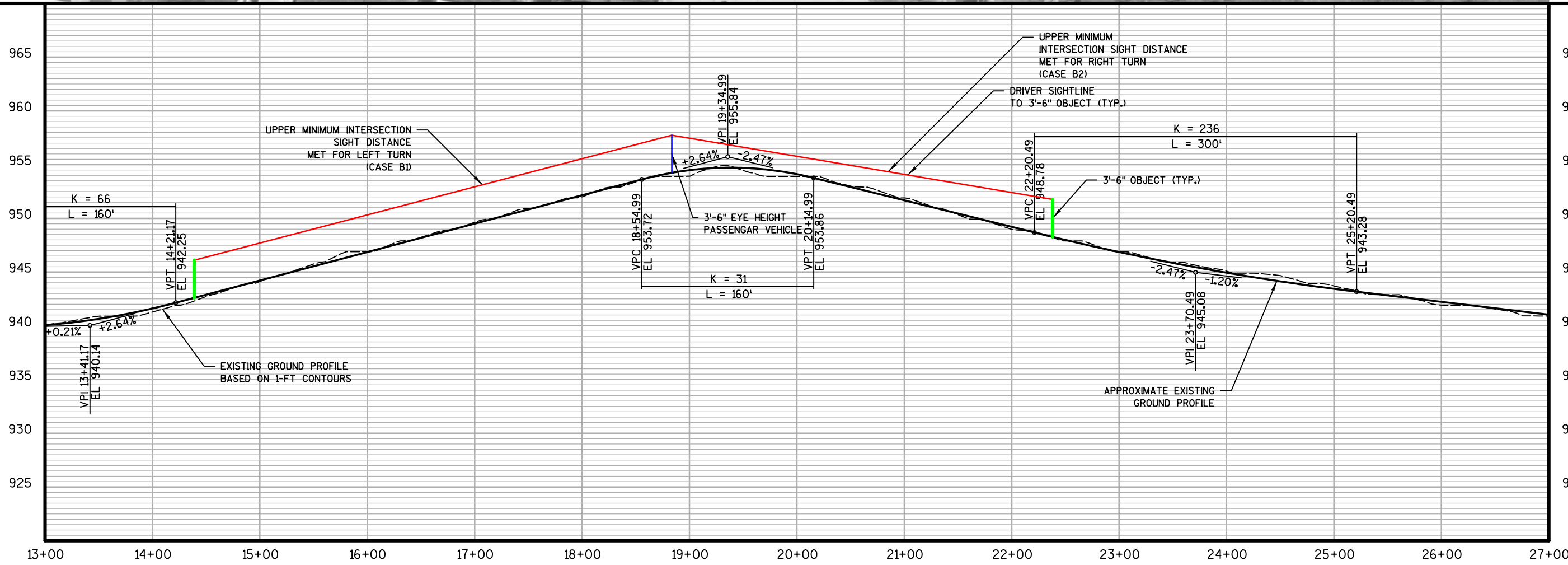
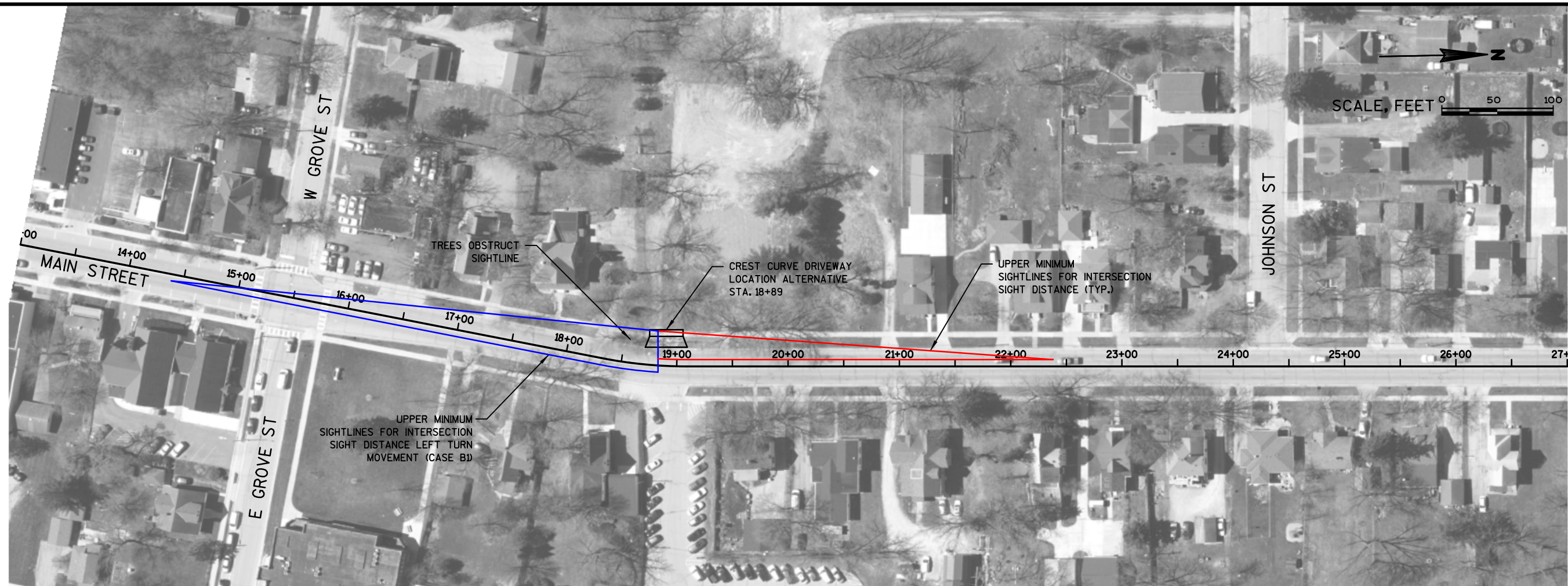
CREST CURVE CROSSWALK LOCATION ALTERNATIVE

OREGON PUBLIC LIBRARY PEDESTRIAN CROSSING EVALUATION
VILLAGE OF OREGON
OREGON, WI

JOB NO.
4334.008
PROJECT MGR.
KRH



SHEET



NO.	REVISIONS	DATE

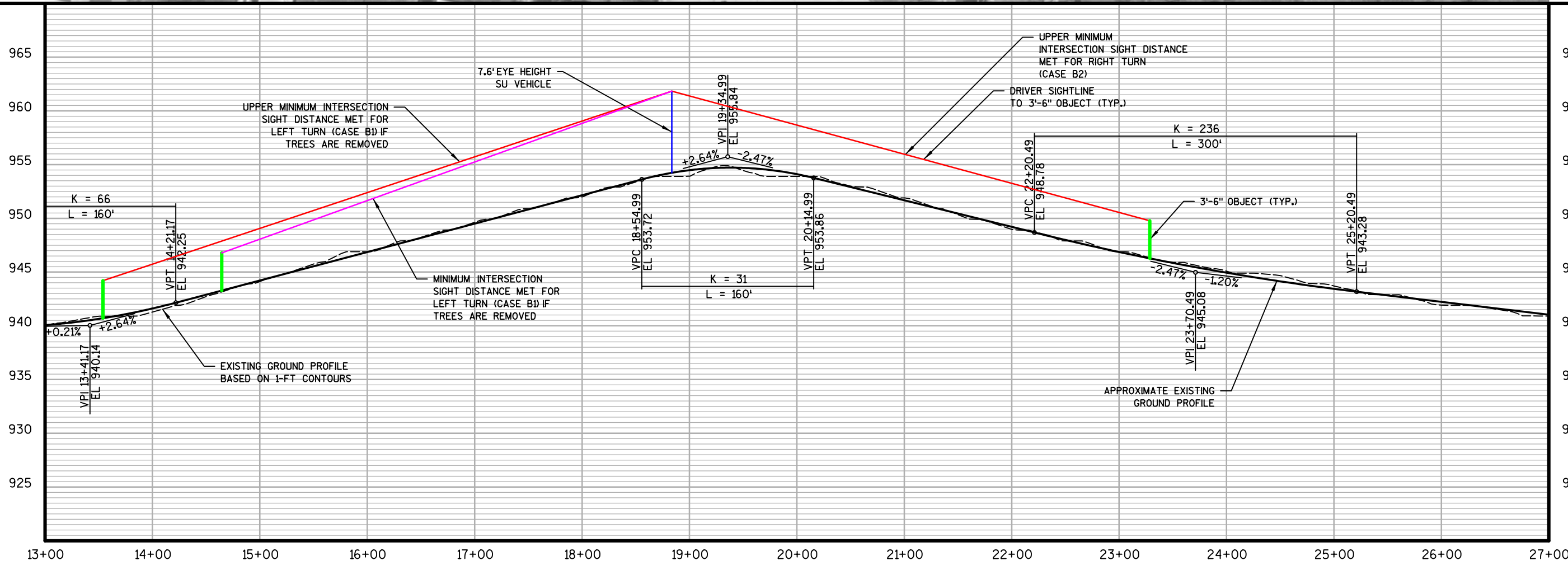
INTERSECTION SIGHT DISTANCE REVIEW
PASSENGAR VEHICLE CREST CURVE DRIVEWAY ALT.

OREGON PUBLIC LIBRARY PEDESTRIAN CROSSING EVALUATION
 VILLAGE OF OREGON
 OREGON, WI

JOB NO.
4334.008
 PROJECT MGR.
KRH



SHEET



NO.	REVISIONS	DATE

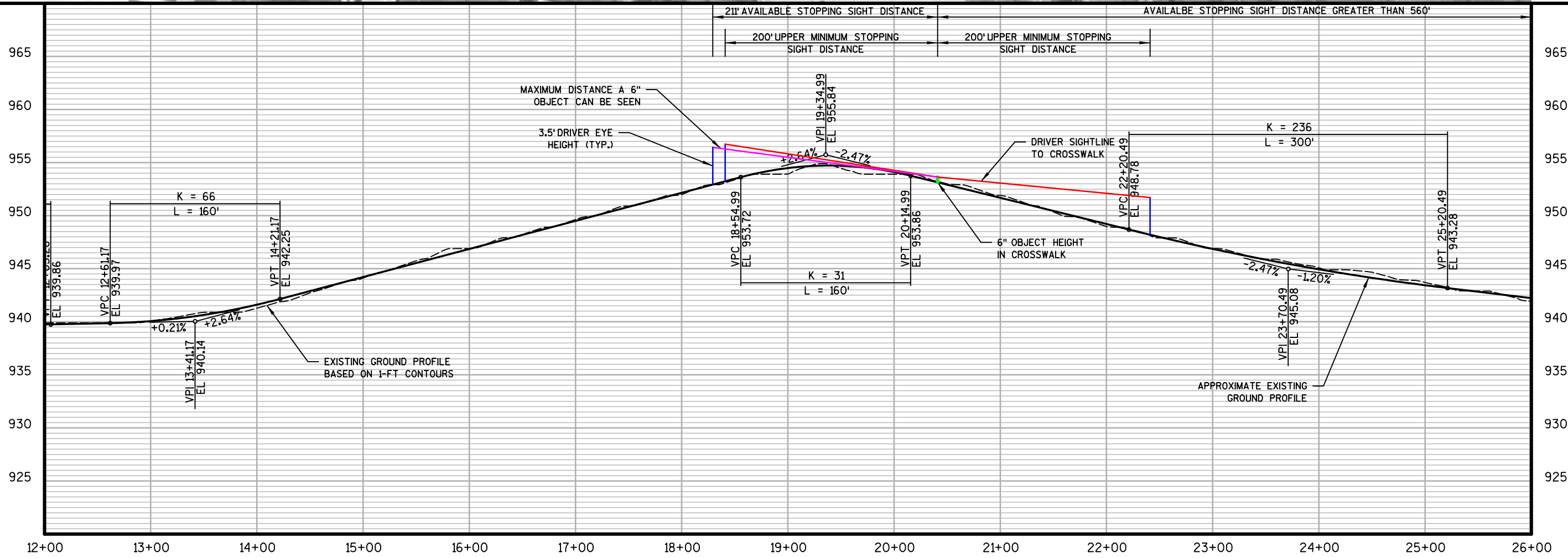
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SU VEHICLE CREST CURVE DRIVEWAY ALTERNATIVE

OREGON PUBLIC LIBRARY PEDESTRIAN CROSSING EVALUATION
 VILLAGE OF OREGON
 OREGON, WI

JOB NO.
4334.008
 PROJECT MGR.
KRH



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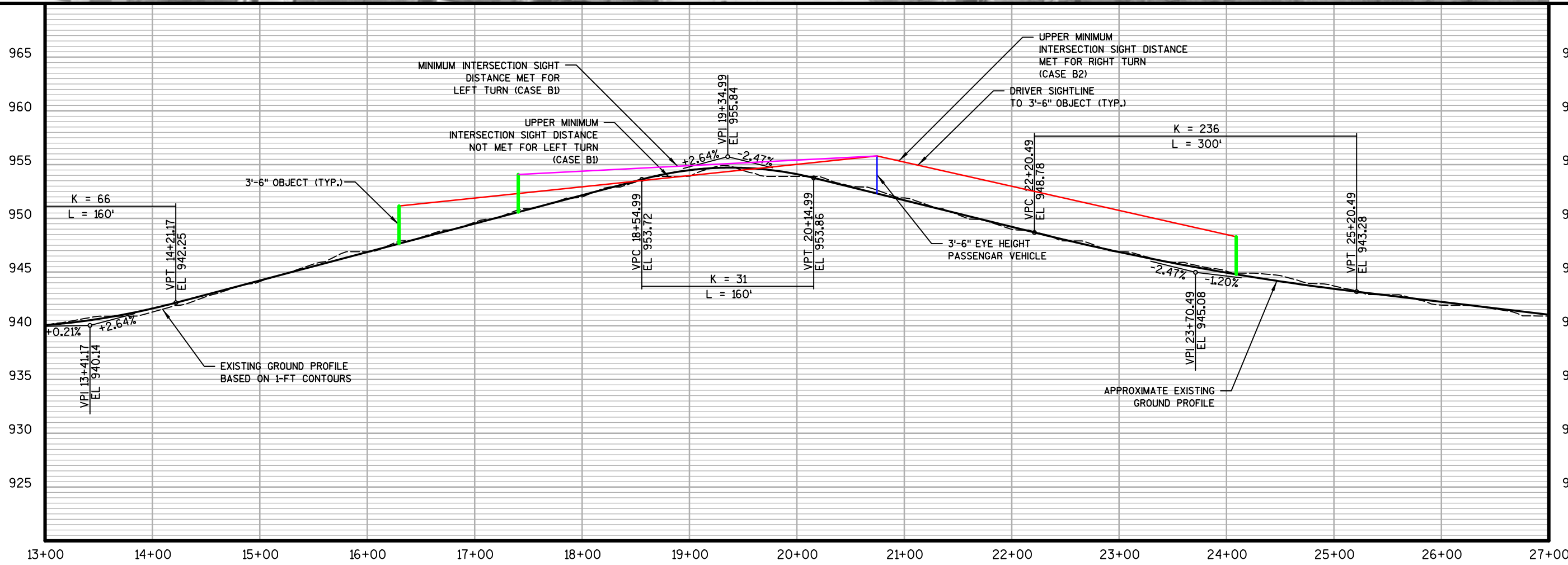
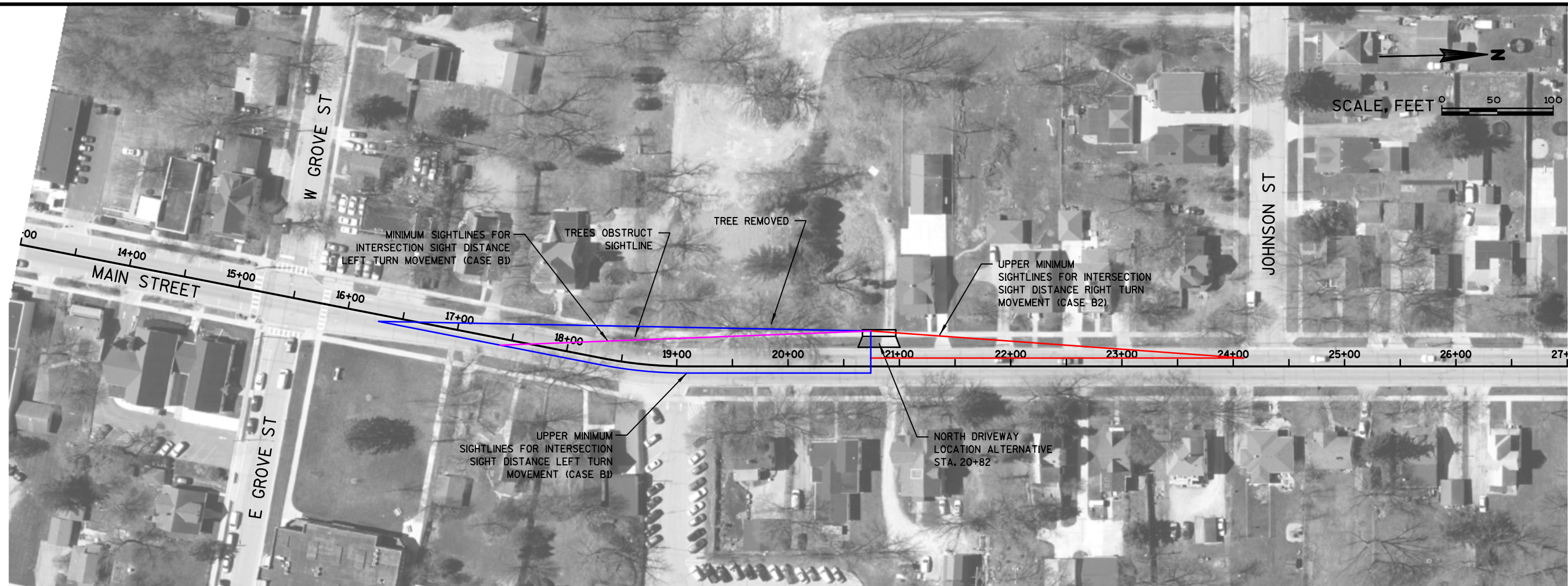
NO.	REVISIONS	DATE

NORTH CROSSWALK LOCATION ALTERNATIVE
OREGON PUBLIC LIBRARY PEDESTRIAN CROSSING EVALUATION
VILLAGE OF OREGON
OREGON, WI

JOB NO.
4334.008
 PROJECT MGR.
KRH



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NO.	REVISIONS	DATE

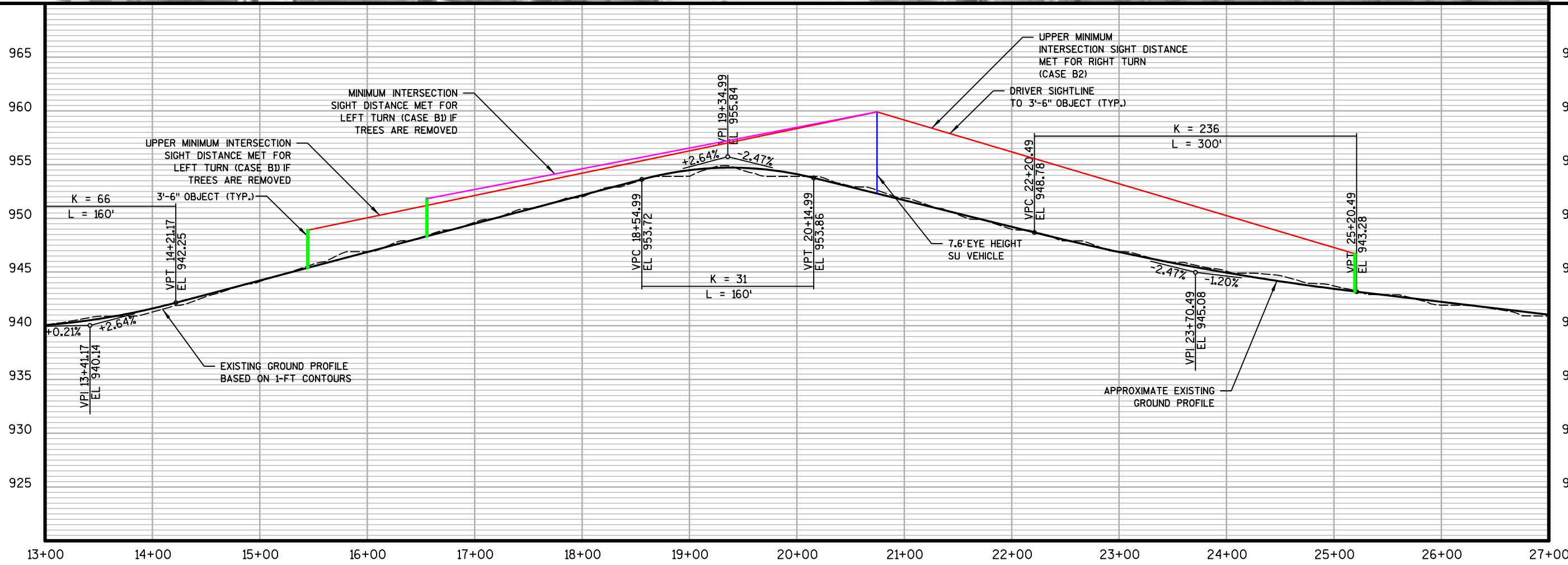
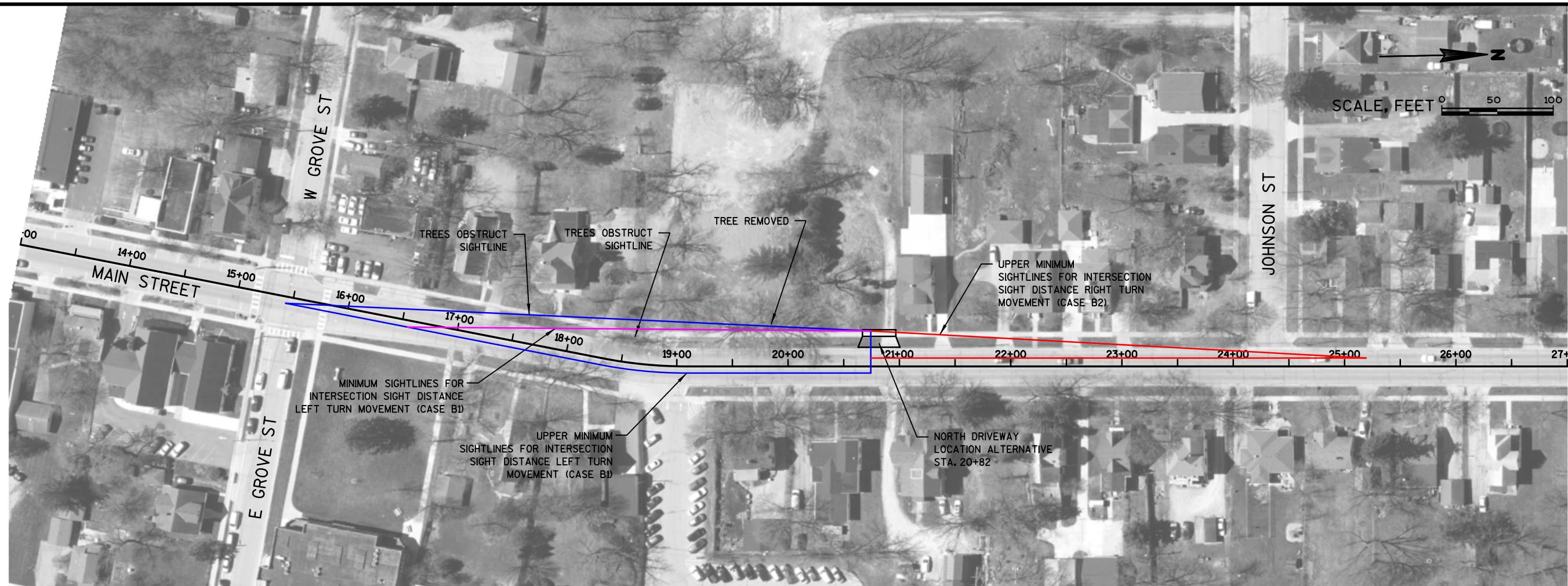
INTERSECTION SIGHT DISTANCE REVIEW
PASSENGER VEHICLE NORTH CROSSWALK ALTERNATIVE

OREGON PUBLIC LIBRARY PEDESTRIAN CROSSING EVALUATION
 VILLAGE OF OREGON
 OREGON, WI

JOB NO.
4334.008
 PROJECT MGR.
KRH



SHEET



NO.	REVISIONS	DATE

INTERSECTION SIGHT DISTANCE REVIEW
SU VEHICLE NORTH CROSSWALK ALTERNATIVE

OREGON PUBLIC LIBRARY PEDESTRIAN CROSSING EVALUATION
 VILLAGE OF OREGON
 OREGON, WI

JOB NO.
4334.008
 PROJECT MGR.
KRH



SHEET

Oregon Public Library Pedestrian Crossing Evaluation
Main Street
Oregon, WI
Traditional Painted Crosswalk Opinion of Probable Construction Costs

Bid Item #	Description	Quantity	Unit	Price	Total
204.0150	Removing Curb & Gutter	22	LF	\$10.00	\$220.00
205.0100	Excavation Common	8	CY	\$15.00	\$120.00
305.0120	Base Aggregate Dense 1 1/4-Inch	8	TON	\$20.00	\$160.00
460.6223	HMA Pavement 3 MT 58-28 S	1.4	TON	\$100.00	\$140.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	22	LF	\$20.00	\$440.00
602.0410	Concrete Sidewalk 5-Inch	85	SF	\$7.00	\$600.00
602.0505	Curb Ramp Detectable Warning Field Yellow	20	SF	\$40.00	\$800.00
619.1000	Mobilization (15%)	1	EACH	\$480.00	\$480.00
631.0300	Sod Water	0.26	MGAL	\$50.00	\$10.00
631.1000	Sod Lawn	11.5	SY	\$6.00	\$70.00
646.7405	Marking Crosswalk Paint Transverse Line 6-Inch	61	LF	\$5.00	\$310.00
650.5000	Construction Staking Base	11	LF	\$1.00	\$10.00
650.9000	Construction Staking Curb Ramps	2	EACH	\$100.00	\$200.00
690.0150	Sawing Asphalt	30	LF	\$2.50	\$80.00
690.0250	Sawing Concrete	12	LF	\$3.00	\$40.00
	Traffic Control (5%)	1	LS	\$184.00	\$180.00
Subtotal					\$3,900.00
Contingency (5%)					\$200.00
Total					\$4,100.00
Construction Engineering (10%)					\$410.00
Total with E&C					\$4,510.00

Oregon Public Library Pedestrian Crossing Evaluation
Main Street
Oregon, WI
High Visibility Ladder Style Crosswalk Opinion of Probable Construction Costs

Bid Item #	Description	Quantity	Unit	Price	Total
204.0150	Removing Curb & Gutter	22	LF	\$10.00	\$220.00
205.0100	Excavation Common	8	CY	\$15.00	\$120.00
305.0120	Base Aggregate Dense 1 1/4-Inch	8	TON	\$20.00	\$160.00
460.6223	HMA Pavement 3 MT 58-28 S	1.4	TON	\$100.00	\$140.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	22	LF	\$20.00	\$440.00
602.0410	Concrete Sidewalk 5-Inch	85	SF	\$7.00	\$600.00
602.0505	Curb Ramp Detectable Warning Field Yellow	20	SF	\$40.00	\$800.00
619.1000	Mobilization (15%)	1	EACH	\$577.50	\$580.00
631.0300	Sod Water	0.26	MGAL	\$50.00	\$10.00
631.1000	Sod Lawn	11.5	SY	\$6.00	\$70.00
646.6105	Marking Stop Line Paint 18-Inch	96	LF	\$10.00	\$960.00
650.5000	Construction Staking Base	11	LF	\$1.00	\$10.00
650.9000	Construction Staking Curb Ramps	2	EACH	\$100.00	\$200.00
690.0150	Sawing Asphalt	30	LF	\$2.50	\$80.00
690.0250	Sawing Concrete	12	LF	\$3.00	\$40.00
	Traffic Control (5%)	1	LS	\$221.50	\$220.00
Subtotal					\$4,700.00
Contingency (5%)					\$200.00
Total					\$4,900.00
Construction Engineering (10%)					\$490.00
Total with E&C					\$5,390.00

Oregon Public Library Pedestrian Crossing Evaluation
Main Street
Oregon, WI
Traditional Painted Crosswalk with RRFB Opinion of Probable Construction Costs

Bid Item #	Description	Quantity	Unit	Price	Total
204.0150	Removing Curb & Gutter	22	LF	\$10.00	\$220.00
205.0100	Excavation Common	8	CY	\$15.00	\$120.00
305.0120	Base Aggregate Dense 1 1/4-Inch	8	TON	\$20.00	\$160.00
460.6223	HMA Pavement 3 MT 58-28 S	1.4	TON	\$100.00	\$140.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	22	LF	\$20.00	\$440.00
602.0410	Concrete Sidewalk 5-Inch	85	SF	\$7.00	\$600.00
602.0505	Curb Ramp Detectable Warning Field Yellow	20	SF	\$40.00	\$800.00
619.1000	Mobilization (15%)	1	EACH	\$1,980.00	\$1,980.00
631.0300	Sod Water	0.26	MGAL	\$50.00	\$10.00
631.1000	Sod Lawn	11.5	SY	\$6.00	\$70.00
646.7405	Marking Crosswalk Paint Transverse Line 6-Inch	61	LF	\$5.00	\$310.00
650.5000	Construction Staking Base	11	LF	\$1.00	\$10.00
650.9000	Construction Staking Curb Ramps	2	EACH	\$100.00	\$200.00
690.0150	Sawing Asphalt	30	LF	\$2.50	\$80.00
690.0250	Sawing Concrete	12	LF	\$3.00	\$40.00
	RRFB	1	LS	\$10,000.00	\$10,000.00
	Traffic Control (5%)	1	LS	\$759.00	\$760.00
Subtotal					\$15,900.00
Contingency (5%)					\$800.00
Total					\$16,700.00
Construction Engineering (10%)					\$1,670.00
Total with E&C					\$18,370.00

Oregon Public Library Pedestrian Crossing Evaluation
Main Street
Oregon, WI
High Visibility Ladder Style Crosswalk with RRFB Opinion of Probable Construction Costs

Bid Item #	Description	Quantity	Unit	Price	Total
204.0150	Removing Curb & Gutter	22	LF	\$10.00	\$220.00
205.0100	Excavation Common	8	CY	\$15.00	\$120.00
305.0120	Base Aggregate Dense 1 1/4-Inch	8	TON	\$20.00	\$160.00
460.6223	HMA Pavement 3 MT 58-28 S	1.4	TON	\$100.00	\$140.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	22	LF	\$20.00	\$440.00
602.0410	Concrete Sidewalk 5-Inch	85	SF	\$7.00	\$600.00
602.0505	Curb Ramp Detectable Warning Field Yellow	20	SF	\$40.00	\$800.00
619.1000	Mobilization (15%)	1	EACH	\$2,077.50	\$2,080.00
631.0300	Sod Water	0.26	MGAL	\$50.00	\$10.00
631.1000	Sod Lawn	11.5	SY	\$6.00	\$70.00
646.6105	Marking Stop Line Paint 18-Inch	96	LF	\$10.00	\$960.00
650.5000	Construction Staking Base	11	LF	\$1.00	\$10.00
650.9000	Construction Staking Curb Ramps	2	EACH	\$100.00	\$200.00
690.0150	Sawing Asphalt	30	LF	\$2.50	\$80.00
690.0250	Sawing Concrete	12	LF	\$3.00	\$40.00
	RRFB	1	LS	\$10,000.00	\$10,000.00
	Traffic Control (5%)	1	LS	\$796.50	\$800.00
Subtotal					\$16,700.00
Contingency (5%)					\$800.00
Total					\$17,500.00
Construction Engineering (10%)					\$1,750.00
Total with E&C					\$19,250.00

Oregon Public Library Pedestrian Crossing Evaluation
Main Street
Oregon, WI

Traditional Painted Crosswalk with Pedestrian Activated Traffic Signal Opinion of Probable Construction Costs

Bid Item #	Description	Quantity	Unit	Price	Total
204.0150	Removing Curb & Gutter	22	LF	\$10.00	\$220.00
205.0100	Excavation Common	8	CY	\$15.00	\$120.00
305.0120	Base Aggregate Dense 1 1/4-Inch	8	TON	\$20.00	\$160.00
460.6223	HMA Pavement 3 MT 58-28 S	1.4	TON	\$100.00	\$140.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	22	LF	\$20.00	\$440.00
602.0410	Concrete Sidewalk 5-Inch	85	SF	\$7.00	\$600.00
602.0505	Curb Ramp Detectable Warning Field Yellow	20	SF	\$40.00	\$800.00
619.1000	Mobilization (15%)	1	EACH	\$6,480.00	\$6,480.00
631.0300	Sod Water	0.26	MGAL	\$50.00	\$10.00
631.1000	Sod Lawn	11.5	SY	\$6.00	\$70.00
646.7405	Marking Crosswalk Paint Transverse Line 6-Inch	61	LF	\$5.00	\$310.00
650.5000	Construction Staking Base	11	LF	\$1.00	\$10.00
650.9000	Construction Staking Curb Ramps	2	EACH	\$100.00	\$200.00
690.0150	Sawing Asphalt	30	LF	\$2.50	\$80.00
690.0250	Sawing Concrete	12	LF	\$3.00	\$40.00
	Pedestrian Activated Traffic Signal	1	LS	\$40,000.00	\$40,000.00
	Traffic Control (5%)	1	LS	\$2,484.00	\$2,480.00
Subtotal					\$52,200.00
Contingency (5%)					\$2,600.00
Total					\$54,800.00
Construction Engineering (10%)					\$5,480.00
Total with E&C					\$60,280.00

Oregon Public Library Pedestrian Crossing Evaluation
Main Street
Oregon, WI

High Visibility Ladder Style Crosswalk with Pedestrian Activated Traffic Signal Opinion of Probable Construction Costs

Bid Item #	Description	Quantity	Unit	Price	Total
204.0150	Removing Curb & Gutter	22	LF	\$10.00	\$220.00
205.0100	Excavation Common	8	CY	\$15.00	\$120.00
305.0120	Base Aggregate Dense 1 1/4-Inch	8	TON	\$20.00	\$160.00
460.6223	HMA Pavement 3 MT 58-28 S	1.4	TON	\$100.00	\$140.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	22	LF	\$20.00	\$440.00
602.0410	Concrete Sidewalk 5-Inch	85	SF	\$7.00	\$600.00
602.0505	Curb Ramp Detectable Warning Field Yellow	20	SF	\$40.00	\$800.00
619.1000	Mobilization (15%)	1	EACH	\$6,577.50	\$6,580.00
631.0300	Sod Water	0.26	MGAL	\$50.00	\$10.00
631.1000	Sod Lawn	11.5	SY	\$6.00	\$70.00
646.6105	Marking Stop Line Paint 18-Inch	96	LF	\$10.00	\$960.00
650.5000	Construction Staking Base	11	LF	\$1.00	\$10.00
650.9000	Construction Staking Curb Ramps	2	EACH	\$100.00	\$200.00
690.0150	Sawing Asphalt	30	LF	\$2.50	\$80.00
690.0250	Sawing Concrete	12	LF	\$3.00	\$40.00
	Pedestrian Activated Traffic Signal	1	LS	\$40,000.00	\$40,000.00
	Traffic Control (5%)	1	LS	\$2,521.50	\$2,520.00
Subtotal					\$53,000.00
Contingency (5%)					\$2,700.00
Total					\$55,700.00
Construction Engineering (10%)					\$5,570.00
Total with E&C					\$61,270.00

Oregon Public Library Pedestrian Crossing Evaluation
Main Street
Oregon, WI
Traditional Painted Crosswalk with Full Traffic Signal Opinion of Probable Construction Costs

Bid Item #	Description	Quantity	Unit	Price	Total
204.0150	Removing Curb & Gutter	22	LF	\$10.00	\$220.00
205.0100	Excavation Common	8	CY	\$15.00	\$120.00
305.0120	Base Aggregate Dense 1 1/4-Inch	8	TON	\$20.00	\$160.00
460.6223	HMA Pavement 3 MT 58-28 S	1.4	TON	\$100.00	\$140.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	22	LF	\$20.00	\$440.00
602.0410	Concrete Sidewalk 5-Inch	85	SF	\$7.00	\$600.00
602.0505	Curb Ramp Detectable Warning Field Yellow	20	SF	\$40.00	\$800.00
619.1000	Mobilization (15%)	1	EACH	\$17,730.00	\$17,730.00
631.0300	Sod Water	0.26	MGAL	\$50.00	\$10.00
631.1000	Sod Lawn	11.5	SY	\$6.00	\$70.00
646.7405	Marking Crosswalk Paint Transverse Line 6-Inch	61	LF	\$5.00	\$310.00
650.5000	Construction Staking Base	11	LF	\$1.00	\$10.00
650.9000	Construction Staking Curb Ramps	2	EACH	\$100.00	\$200.00
690.0150	Sawing Asphalt	30	LF	\$2.50	\$80.00
690.0250	Sawing Concrete	12	LF	\$3.00	\$40.00
	Pedestrian Activated Traffic Signal	1	LS	\$115,000.00	\$115,000.00
	Traffic Control (5%)	1	LS	\$6,796.50	\$6,800.00
Subtotal					\$142,700.00
Contingency (5%)					\$7,100.00
Total					\$149,800.00
Construction Engineering (10%)					\$14,980.00
Total with E&C					\$164,780.00

Oregon Public Library Pedestrian Crossing Evaluation
Main Street
Oregon, WI
High Visibility Ladder Style Crosswalk with Full Traffic Signal Opinion of Probable Construction Costs

Bid Item #	Description	Quantity	Unit	Price	Total
204.0150	Removing Curb & Gutter	22	LF	\$10.00	\$220.00
205.0100	Excavation Common	8	CY	\$15.00	\$120.00
305.0120	Base Aggregate Dense 1 1/4-Inch	8	TON	\$20.00	\$160.00
460.6223	HMA Pavement 3 MT 58-28 S	1.4	TON	\$100.00	\$140.00
601.0411	Concrete Curb & Gutter 30-Inch Type D	22	LF	\$20.00	\$440.00
602.0410	Concrete Sidewalk 5-Inch	85	SF	\$7.00	\$600.00
602.0505	Curb Ramp Detectable Warning Field Yellow	20	SF	\$40.00	\$800.00
619.1000	Mobilization (15%)	1	EACH	\$17,827.50	\$17,830.00
631.0300	Sod Water	0.26	MGAL	\$50.00	\$10.00
631.1000	Sod Lawn	11.5	SY	\$6.00	\$70.00
646.6105	Marking Stop Line Paint 18-Inch	96	LF	\$10.00	\$960.00
650.5000	Construction Staking Base	11	LF	\$1.00	\$10.00
650.9000	Construction Staking Curb Ramps	2	EACH	\$100.00	\$200.00
690.0150	Sawing Asphalt	30	LF	\$2.50	\$80.00
690.0250	Sawing Concrete	12	LF	\$3.00	\$40.00
	Pedestrian Activated Traffic Signal	1	LS	\$115,000.00	\$115,000.00
	Traffic Control (5%)	1	LS	\$6,834.00	\$6,830.00
Subtotal					\$143,500.00
Contingency (5%)					\$7,200.00
Total					\$150,700.00
Construction Engineering (10%)					\$15,070.00
Total with E&C					\$165,770.00

MEMO

TO: Jeff Rau
Director of Public Works

FROM: Ruekert & Mielke, Inc.

DATE: March 6, 2020

SUBJECT: Village of Oregon Public Library Storm Water Analysis

Background and Purpose

A concept development plan was developed for the new Oregon Public Library. The proposed development site is located at 249 N. Main Street. The site is 2.70 acres in size. The concept development plan includes the proposed building layout, parking lot layout, and other preliminary site plan elements, such as storm water management facilities. The Library Board has requested Ruekert & Mielke, Inc. prepare a preliminary assessment and provide an opinion on storm water management for the site.

Planning Requirements

The proposed storm water management facility must be designed and installed to meet the requirements outlined in Chapter 22 of the Village of Oregon General Ordinance, and Section 14.51 of the Dane County Code of Ordinances. The following storm water management performance standards must be achieved:

Peak Runoff Rate Control: All storm water management facilities are to be engineered to effectively maintain or reduce peak runoff rate for the 2-year, 24-hour storm event as compared to the pre-development conditions. The 10-year post-development peak rate must be reduced to the 2-year pre-development peak rate. The 100-year post-development peak rate must be reduced to the 10-year pre-development peak rate.

Water Quality Control: For new development, storm water management facilities must be engineered to reduce Total Suspended Solids (TSS) by 80% as compared to no storm water controls.

Infiltration: Infiltrate 90% of the pre-development infiltration volume. This site may be exempt from this standard based off knowledge of typical soils in the Village. If native soil infiltration rates are below 0.6 inches per hour, the site will be exempt from infiltration requirements.

Analysis and Design

Pre-development peak flows were calculated using a composite curve number generated based off the maximum allowable curve for Hydrologic Soil Group B and C soils provided in the Village of Oregon ordinance. Post-development peak flows were based off the land uses shown in the concept development plan titled Option B, dated 12/5/2019. A significant amount of impervious area is being added to the lot when considering the building and parking lot footprint.

The concept develop plan offered an area for potential storm water in the northwest corner of the site. This is the obvious location for a storm water facility, given the drainage pattern of the site and its proximity to existing storm sewer on Johnson Street. In order to meet both the peak rate and water quality, a wet pond facility was sized for this area.

The existing storm sewer through Johnson Street is fairly shallow. This limits the amount of active storage in the pond that can be achieved vertically. In order to achieve adequate storage, the pond had to be expanded beyond the limits shown in the concept development plan. Exhibit A shows the approximate size and geometry of the pond sized to meet the planning requirement. Tables 1 and 2 below summarize the results from the hydraulic and hydrologic modeling.

Table 1 Peak Rate Control

Rain Event	Pre-Development Peak Rate (cfs)	Post-Development Peak Rate – With Controls (cfs)
1-Year	1.19	0.40
2-Year	1.97	0.75
10-Year	5.23	1.76
100-year	13.37	4.77

Table 1. Peak rate is reduced or maintained for all storm events analyzed.

Table 2 Sediment Control

	TSS Yield (lbs)	Percent TSS Reduction
Total of All Land Uses without Controls	804	-
Outfall Total with Controls	155	80.8%

Table 2. TSS reduction is over 80% for the site. A three-inch orifice was modeled as the primary outlet device.

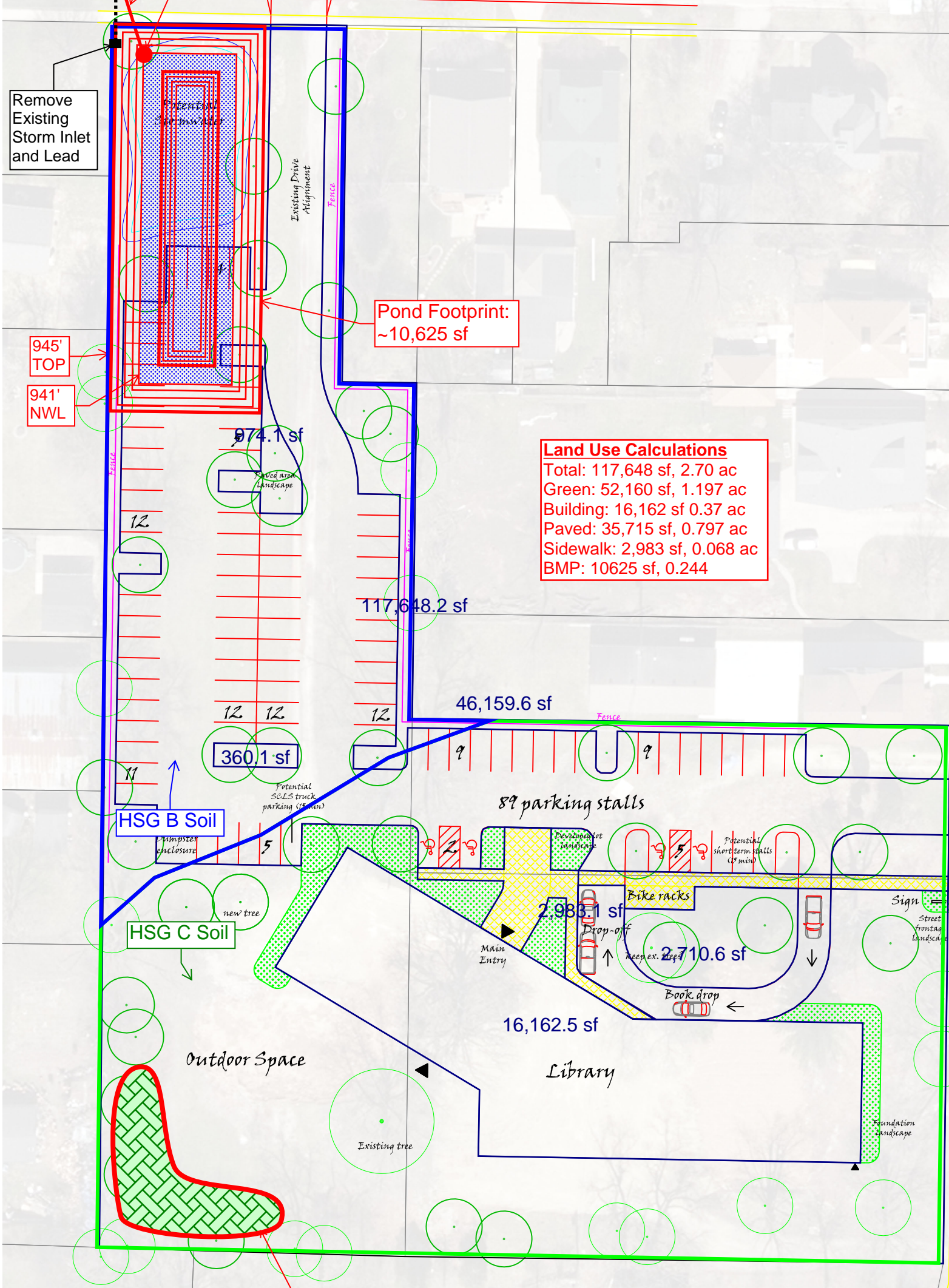
Alternatives

There are a number of ways to potentially reduce the footprint of the wet pond while still achieving the planning requirements. In this exercise, the entire 2.7-acre site was assumed to drain to the pond. To some extent, grading could be altered to convey runoff from small areas to other best management practices on site. For example, roof runoff could be diverted to a bioretention device in the southwest corner of the site. Splitting the runoff will allow the pond to require less storage volume. Another possibility would be using underground storage chambers in the parking lot to detain storm water.

BJS:cal

cc: File

Option B
Draft 12.5.19



Land Use Calculations
Total: 117,648 sf, 2.70 ac
Green: 52,160 sf, 1.197 ac
Building: 16,162 sf 0.37 ac
Paved: 35,715 sf, 0.797 ac
Sidewalk: 2,983 sf, 0.068 ac
BMP: 10625 sf, 0.244



MEMORANDUM

To: Village Board and Library Board

From: Elise Cruz, Village of Oregon Director of Planning and Zoning Administrator

Date: April 7, 2021

Re: Preliminary Review of Parking Requirements for new Library Site on N. Main St.

As fundraising efforts and discussions regarding the timing of construction for the new library continue, I have met with Village staff, consultants, and representatives of the library to determine some of the final challenges in making the library construction project a reality in the near future.

An ongoing hurdle for the project has been the availability of parking on the site and on nearby streets. While the Planning Commission still intends to study and revise our parking requirements to determine if our current requirements are still appropriate, I have reviewed the parking needs based on our current requirements. Other previous conversations about increasing walkability/bikeability in Oregon, having a public transit system, and/or phasing of the parking lot are important to acknowledge and realize that those factors are part of this larger conversation as we plan the library on this site.

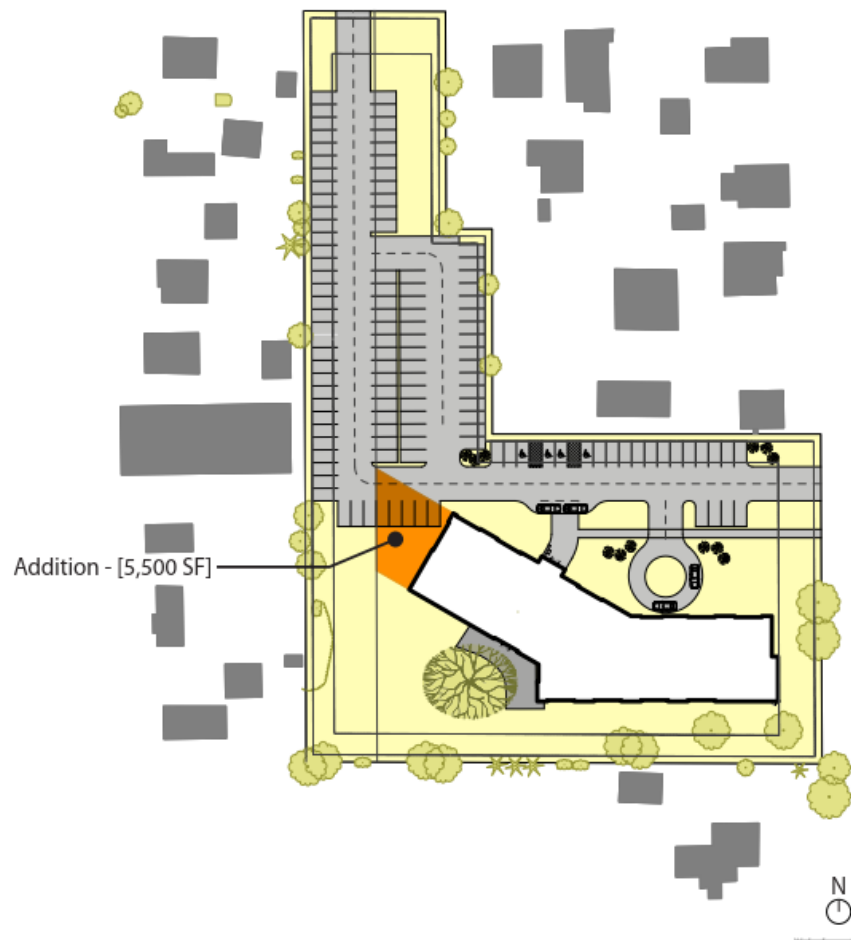
My notes below highlight a few key considerations for the Village Board, Library Board, and the Planning Commission as work on the new library site plan continues.

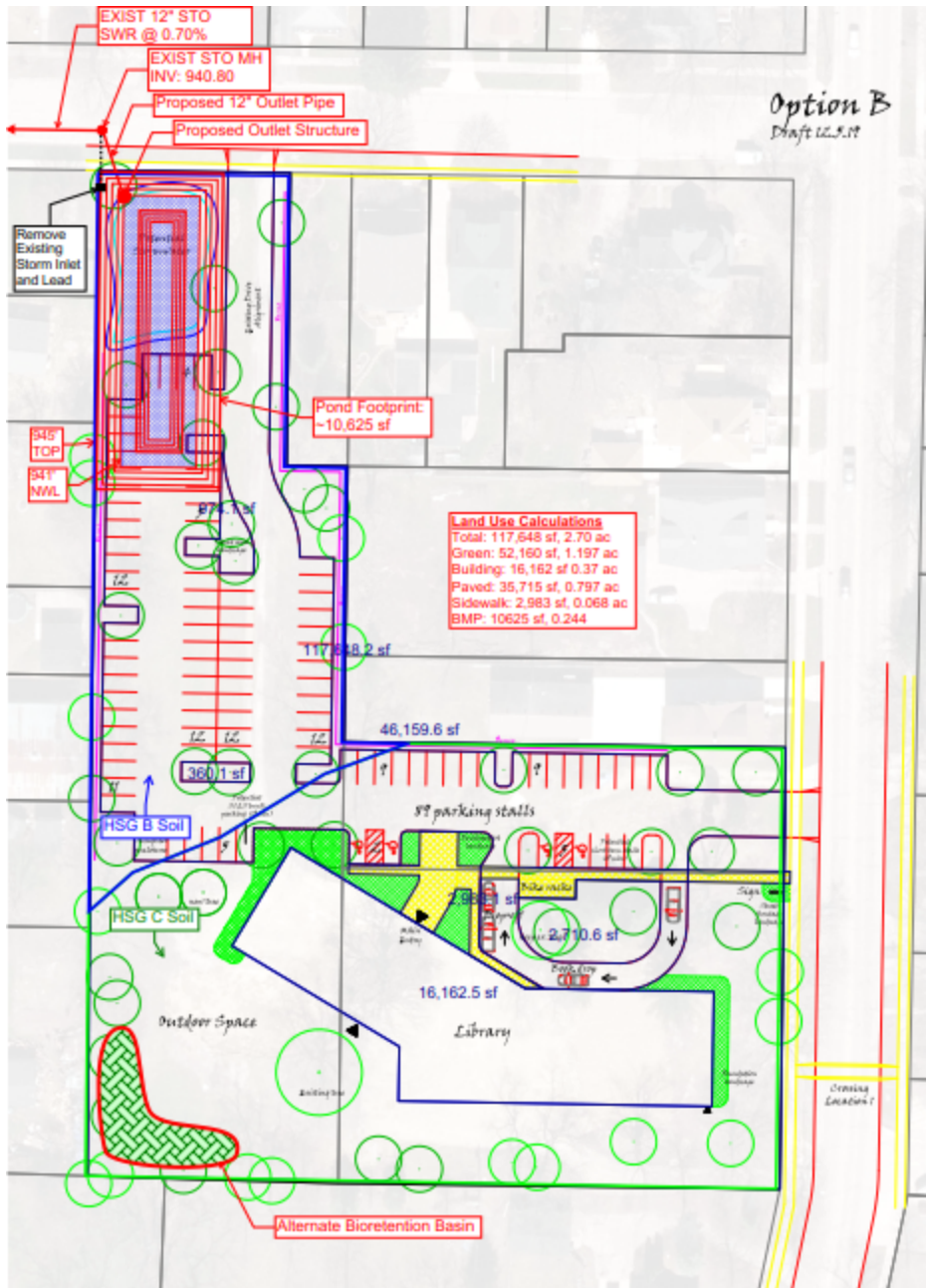
- For “indoor institutional” uses such as schools, museums, hospitals, and libraries, the Village zoning code requires one parking space for every 250 square feet, plus one space for each staff member on the largest shift. Given this calculation, the new library (which is planned to be 33,000 square feet and have approx. 15 staff working during the largest shift) would require 145 parking spaces on-site, off-street to meet the code.
- The current library on Brook St. is 10,500 square feet with 36 off-street, dedicated parking spaces. While the current library does have plenty of nearby on-street parking, this number would not meet our code today- around 50-55 parking spaces would be required if the current library was built today.
- In the Planned Development zoning process, the Planning Commission does have the ability to allow “flexibilities” from the zoning code during the General Development Plan (GDP) review process. Given their history of allowing reduced parking requirements on other developments, we feel that the Planning Commission may support a reduction in the parking requirements for the new library by 10-20%, bringing the need for on-site parking spaces down to 115-130 or so. It is important that the Village of Oregon hold itself to similar standards and “flexibilities” that we hold to private developers.
- I have reviewed the parking requirements for library uses with those of nearby Dane County communities. The parking requirements were largely similar to ours, with a few more urban communities allowing fewer on-site, off-street parking spaces and relying more heavily on nearby on-street parking in commercial and neighborhood areas.

- An initial analysis of the necessary stormwater management pond size was done by the Village engineer, Ruekert-Mielke, this fall. Their initial review showed the stormwater management pond taking up a large portion of the northern end of the site and eliminating some parking spaces that were planned to go in that location.
- The competing desires of meeting parking requirements on the site, providing on-site stormwater management, and maintaining a landscaped buffer for the neighborhood all contribute to a complex site plan. One solution to these issues may be to consider acquiring adjacent property. An acquisition of adjoining property may not only allow an additional access point to and from the site, but would also add space for more on-site, off-street parking.
- The Village has plans to complete a Neighborhood Plan for the Market St./N. Main St. corridor with assistance from planning consultants Vandewalle & Associates over the next 1-2 years. The cost of this plan will be a TIF #5-eligible expense. It is the Village's hope that the construction of the new library on this site will serve as a catalyst for redevelopment in this neighborhood and surrounding corridor.

OPN Site Diagram: 9/16/2019

site_diagram





Aerial Site Map (Access Dane, 2017 aerial image)



DRAFT

Site Plan
Oregon Library
General Development Plan
Oregon, WI

JOHNSON ST

N MAIN ST

Potential Stormwater

Existing Drive Alignment

Fence

Fence

Fence

Potential SCLS Truck Parking (1.5 mins)

89 Parking Stalls

Potential short term stalls (1.5 mins)

Dumpster Enclosure

Main Entry

Bike Racks

Drop-off

Book drop

Sign Street frontage landscape

Crossing Location

Outdoor Space

Library

School Parking Lot