

Engineering Department

Schedule B Data Sheet

Location Melby Street, from Anderson Drive to Hastings Way, within Section 34, T 28 N, R 9 W.
(Branch 366, Sections 341 & 342)

Improvements Water Main & Services, Sanitary Sewer & Services, Storm Sewer, Grade, Gravel, Curb & Gutter, Sidewalk, Sidewalk Repair, Driveway Approaches, Bituminous Pavement and Boulevard Restoration

Abutting Property Four (4)

Right-of-Way 66 feet. No additional acquisition is proposed.

Initiation 2019 CIP

Estimate of Cost

<i>Water Main</i>	\$	107,700
<i>Storm Sewer</i>		19,410
<i>Street Construction</i>		<u>107,038</u>
<i>Estimated Construction Cost</i>	\$	234,148
<i>Legal, Fiscal & Engineering</i>		23,400
<i>Contingency</i>		<u>23,400</u>
<i>Estimated Project Cost</i>	\$	280,948

Existing Conditions

Sanitary Sewer: None

Water: 12-Inch Cast Iron - 1959

Storm Sewer: 18-Inch RCP - 1994

Street: Functional Classification – Minor Arterial
Bituminous Pavement – 1995
Street Width – 42 feet wide (FF) (Anderson Dr. to UPRR Tracks)
– 52 feet wide (FF) (UPRR Tracks to Hastings Way)
Curb and Gutter = 1972 and 1995 (Anderson Dr. to UPRR Tracks)
= 1995 (UPRR Tracks to Hastings Way)
Sidewalk = 0%
PCI Range = 56 to 66

**Special
Conditions**

Melby Street, from Anderson Drive to Hastings Way, is classified as a minor arterial street.

The existing street has a bituminous pavement with a pavement condition index (PCI) range of 56 to 66. The bituminous pavement was constructed in 1995. Melby Street is currently 42 – 52 feet wide between the faces of curb.

The existing water main was installed in 1959, is 12-inch in diameter, and is constructed of cast iron. The water main is proposed to be replaced with a new 12-inch diameter ductile iron water main.

There is no existing sanitary sewer in this section of Melby Street.

The existing storm sewer was installed in 1994, is 18-inch diameter reinforced concrete pipe, and is slightly undersized. The storm sewer is proposed to be replaced with a new reinforced concrete pipe storm sewer system of a larger diameter.

An open house was held on Wednesday, February 6th at the Chippewa Valley Regional Airport to receive input and feedback on the street. Feedback at the open house referenced high usage of the Melby Street / Anderson Drive intersection by truck traffic accessing the industrial park. The proposed project accommodates the truck traffic.

The project proposes the reconstruction of Melby Street to include the removal of the existing street and sidewalk, utility replacement, grading, a new gravel base, concrete curb & gutter, sidewalk, sidewalk repair, driveway approach, boulevard restoration, and a 6-inch thick bituminous pavement. The project proposes to reconstruct the street slightly narrower to allow for the construction of sidewalks along both sides of Melby Street, connecting existing sidewalks to the Old Abe State Recreational Trail. Also included in the proposed design are bike lanes from Anderson Drive to the UPRR tracks. Melby Street west of Cardinal Avenue has existing bike lanes. The intersection of Melby Street with Anderson Drive is proposed to have a left turn lane onto Anderson Drive in addition to a westbound thru lane on Melby Street. It is anticipated the detour required for this project will use Hastings Way, Eddy Lane, and Starr Avenue.

This section of Melby Street is serviced by the Eau Claire Transit Route 3 – North High with a transit stop located at the intersection of Melby Street and Anderson Drive. Construction impacts from the project will be coordinated with the Transit Division.

Melby Street is identified as a primary/regional bicycle route in the City's Bicycle and Pedestrian Plan, which also connects with the City's recreational trail to the east. BPAC supports the plans to reconstruct Melby Street with sidewalk along both the north and south sides of the streets. BPAC also recommended enhanced crosswalk treatment where the Old Abe Trail crosses Melby Street and to explore expanded bike lane striping in the future.

Construction of Melby Street will be coordinated with the City of Eau Claire construction project proposed for Eddy Lane and the Union Pacific Railroad's safety improvement project for the railroad crossing at Melby Street. Both projects are scheduled for 2019.



MELBY STREET
ANDERSON DR TO HASTINGS WAY 9



February 1, 2019

Dave Solberg
Director of Engineering
Eau Claire City Hall
2020 Prairie Lane
Eau Claire, WI 54703

Dear Mr. Solberg:

As part of the Bicycle and Pedestrian Advisory Committee (BPAC) work plan, we appreciated the opportunity to discuss the proposed 2019 Capital Improvement Projects with you as they relate to pedestrian and bicycle features of the projects. Overall, BPAC is very supportive of the recommendations of the Engineering Department on the 2019 Capital Improvement Projects and the following is a summary of the comments discussed by the Committee. In making these suggestions, the policies and recommendations contained in the City's Bicycle and Pedestrian Plan and Comprehensive Plan as they relate to pedestrian and bicycle circulation and safety were considered.

Eddy Lane (Starr Avenue to Hastings Way)

This street is identified as a neighborhood bicycle route in the City's Bicycle and Pedestrian Plan which also connects with the City's recreational trail to the east. The Committee supports the plans to reconstruct the street which includes: safety arms to be installed by the railroad for the railroad crossing, installation of bicycle lanes, a sidewalk connection on the north side of the street between Anderson Drive and the recreational trail, a tabletop intersection at Starr Avenue, adding a crosswalk at Kilbourne Avenue, and a reduction of the lane width on the north side of the road in the vicinity of the railroad crossing. The Committee also suggested that consideration be given to the following: providing an enhanced crosswalk treatment where the trail crosses Eddy Lane, and consider reducing the southwest corner radius of the intersection of Eddy Lane and Western Avenue.

Melby Street (Anderson Drive to North Hastings Way)

This street is identified as a primary/regional bicycle route in the City's Bicycle and Pedestrian Plan which also connects with the City's recreational trail to the east. A gap in the sidewalk system is also identified in this area. The Committee supports the plans to reconstruct this section of Melby Street which includes the installation of sidewalk on both the north and south sides of the street. The Committee noted that the installation of the sidewalk should be placed to accommodate both those walking along the sides of the street and those accessing the trail. Desire pathways exist along both sides of the street denoting the areas commonly used by pedestrians and bicyclists. The Committee also suggested that consideration be given to providing an enhanced crosswalk treatment where the

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trail crosses Melby Street (similar to Eddy Lane). Finally, the Committee also noted that the City should plan for the eventual striping of bicycle lanes along this section of street when Melby Street west to the airport is reconstructed with bicycle lanes since it is identified as a primary/regional bicycle route.

Again, we appreciate having the opportunity to review and comment on these pedestrian and bicycle related projects. We hope these comments and suggestions will be helpful in your planning and design.

Sincerely,

A handwritten signature in black ink, appearing to read 'Aaron Salmon', written in a cursive style.

Aaron Salmon, Chairperson
Bicycle and Pedestrian Advisory Committee